

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 25, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 25, 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 May 28, 2021, Minutes:** The minutes of the May 28, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Tanya Brooks (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. August 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 2.1.
 - 2.2. **FY2022 and FY2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested, including the UPWP policies contained in Exhibit I-8 of the Work Program. A recommendation for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program was included as part of the action. Electronic Item 2.2.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. Electronic Item 2.2.2 contained additional information on the draft FY2022 and FY2023 UPWP. A draft of the document for Surface Transportation Technical Committee consideration was made available at www.nctcog.org/trans/study/unified-planning-work-program.
 - 2.3. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects:** Approval of projects recommended for funding under the consolidated Automated Vehicles 2.2 and Automated Vehicles 2.3 programs were requested. Project details were provided in Electronic Item 2.3.

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

3. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal presented an overview of the recommended projects to be submitted for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. Details of the \$1 billion grant program were highlighted, including available funding and application requirements. A copy of the Notice of Funding Opportunity was provided in Electronic Item 3.1, and details of the proposed candidate projects were provided in 3.2. He noted proposed projects address the

merit criteria of the grant program, specifically criteria related to sustainability, equity, and quality of life. Projects proposed for submittal to the grant program included an opportunity to advance the North Tarrant Express (NTE) project on Interstate Highway (IH) 820 and State Highway (SH) 183. A total of \$25 million in RAISE grant funds will be requested, and staff has continued coordination with the Texas Department of Transportation (TxDOT) and the private sector on the updated project costs that total approximately \$1.547 billion. He noted that the project will be paid for through private financing as a result of a public-private partnership. The funding, combined with the requested \$25 million, would be used to add additional enhancements to the project to address sustainability and equity. Also highlighted was a project to be submitted by TxDOT, the Dallas Loop Trinity Forest Spine Trail (Phase 3). North Central Texas Council of Governments (NCTCOG) staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project was a 2.1-mile extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to the Southside/Medical District. Proposed grant funds requested was \$25 million and would be used towards cost overruns and improving serviceability, sustainability, and equity issues. The final proposed project was Enhancing Mobility within the Southern Dallas Inland Port. The project was previously submitted for other grant opportunities and project elements have been updated to address RAISE requirements. Project details include electric bus transit, sidewalk improvements in the vicinity of the Veteran's Administration (VA) medical center in Dallas, traffic signal intersection improvements along various arterials between the VA Medical center and the inland port area, as well as other improvements that will enhance accessibility to employment, healthcare, and education facilities in southern Dallas and Dallas County. Proposed grant funds requested was \$10.2 million. The schedule for this effort was highlighted. Mr. Neal noted RAISE grant applications would be due July 12, 2021. A motion was made to recommend Regional Transportation Council approval of proposed projects to submit for funding consideration through the Fiscal Year 2021 RAISE Discretionary Grant Program and to also direct staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include proposed projects, if selected for an FY2021 RAISE Grant award. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.

4. **Congestion Management Process:** Michael Bils presented staff recommendations for the update of the region's Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents and helps to manage travel demand, as well as improve the safety and efficiency of the transportation system. A graphic explaining the steps of the Congestion Management Process was highlighted. Performance criteria is used to evaluate corridors based on crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition to identify deficiencies within each corridor. Corridors with deficiencies are then evaluated to determine available assets within the corridors. Staff also identifies if construction has recently been completed or is planned for in the corridor. The process concludes with the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gathered or construction expected in the next three years; CMP strategy candidates, based on performance deficiencies and available assets; and corridor study candidate, assets to match performance deficiencies not available with further study needed. Mr. Bils noted that corridors will be evaluated on a rolling basis. A map showing the results of the process for the corridors was highlighted. A total of 61 corridors have been determined to have had recent or planned construction, 45 corridors will continue to be monitored, 16 corridors have been identified as CMP strategy candidates, 3 in the rehab category due to bridge and pavement condition, and 1 in the corridor study category. The detailed evaluation of the performance measures and available assets for each CMP

strategy corridor segment was provided in Electronic Item 4.1. Staff will review performance deficiencies, look at available strategies, and match those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. Review groups will be organized for CMP strategy corridor evaluations and will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation Council for approval, to then be added to the Transportation Improvement Program. After project implementation, performance measures will be used to evaluate strategies for effectiveness and overall impact on the corridors. The timeline for this effort was highlighted. The proposed updated Congestion Management Process will be available for public comment through July 6, with Regional Transportation Council action requested at the July 8, 2021, meeting. An overview of the CMP update was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the 2021 Congestion Management Process, corridor evaluation process, and process to develop the CMP program of projects. Walter Shumac III (M); Alonzo Liñán (S). The motion passed unanimously.

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented the proposed 2021 Regional 10-Year Plan project listings, as well as information on the 2022 Unified Transportation Program (UTP). As a reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPOs) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2, Category 4, and Category 12 funds. The original plan required by HB 20 was approved by the Regional Transportation Council (RTC) in December 2016 and is updated annually in conjunction with the development of the Texas Department of Transportation's (TxDOT's) UTP. He noted North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with the TxDOT Dallas, Fort Worth and Paris districts on project updates. Any new projects were scored using the same process used in previous years, provided in Electronic Item 5.3. A draft project listing, provided in Electronic Item 5.1, was developed that included project scores, revisions, and potential new projects and submitted to TxDOT in March 2021. Principles for the development of the Regional 10-Year Plan were highlighted. Proposed projects should be included in Mobility 2045 with a focus on system versus stand-alone projects and efforts made to fully fund existing projects before funding new projects. Ensuring equity of county allocations was also considered. Additional principles included maintaining toll lanes/toll managed lanes on selected corridors, re-funding previously unfunded projects when possible, ensuring all Regional Transportation Council (RTC) projects are approved in the 2022 UTP, and ensuring projects scores are sufficient to qualify for funding. Historic allocations for each of the funding categories were highlighted back to the 2017 UTP. For Category 2 and Category 4, funding allocations have remained relatively similar until the 2021 UTP for which there was a significant funding drop, which he noted was expected for the 2022 UTP. Category 12 funds are more variable and largely depend on the specific projects selected by the Texas Transportation Commission, which have not yet been selected for 2022. Staff will provide an update to the Committee in the fall when details of the 2022 UTP are known. Also highlighted was a proposed Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange being proposed because of the region's large carry over balance of STBG funds. Two projects have been identified that can advance in 2021, US 287 and Loop 9, totaling approximately \$141 million in Category 2 funds that could be swapped with STBG funds allowing the region to quickly reduce its carryover balance of STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. Details were provided in Electronic Item 5.2. The timeline for this effort was highlighted and include the public comment period, which continues through June 2021,

followed by proposed action by the Regional Transportation Council in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021. Once decisions are made by the TTC on Category 12 funding allocations, staff will bring back any changes to the Committee and the RTC. A motion was made to recommend Regional Transportation Council approval of the 2021 Regional 10-Year Plan project listings, the proposed Category 2/Surface Transportation Block Grant Program funding exchanges, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); Robert Woodbury (S). The motion passed unanimously.

6. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler presented recommendations from the Phase 1 effort for the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. As a reminder, the objective of the study is to evaluate high-speed transportation alternatives for both alignments and technology to connect Dallas and Fort Worth to other proposed high-performance passenger systems in the state, as well as to obtain federal environmental approval of the viable alternative as part of Phase 2 efforts. Mr. Wheeler noted the Dallas-Fort Worth (DFW) region has been a national leader in technology advancement, and the high-speed transportation projects in the region provide an opportunity to lead the way in introducing high-speed transportation technology and solidifying DFW as a national transportation hub. With a station in Arlington as a featured connection to the Dallas Fort Worth International Airport creating the ability for DFW to serve as a gateway to Texas with planned connections to other high-speed systems in the State. The initial set of 43 alignments/corridors for high-speed transportation were highlighted. Through the Phase 1 alternatives analysis, the recommendation was narrowed to IH 30, the straightest alignment between Fort Worth and Dallas in order to maintain high-speed and keep the facility on an existing corridor as much as possible. The high-speed facility could either be within the IH 30 right-of-way or adjacent to the right-of-way, with the exact alignment to be evaluated in Phase 2 of the study. Staff will continue to work with both Texas Department of Transportation (TxDOT) districts to refine options on both sections of IH 30. In the west, there may be an opportunity to incorporate the design of the HST system as part of the IH 30 ultimate redesign efforts from Downtown Fort Worth to Cooper Street as an integrated corridor, causing the highway to react to the requirements of a stricter horizontal and vertical curve for high-speed structures or designing the high-speed facility to be on the periphery of the highway lanes as a shared corridor. In the east between Arlington and Dallas, the highway has already been reconstructed. The project team will continue to review options of sharing the right-of-way without disturbing the existing highway or potentially replacing the managed lanes along IH 30. These considerations will be coordinated with stakeholders, including TxDOT, as part of Phase 2. Mode recommendations from the study were also highlighted and included high-speed rail, a decade old proven technology, and hyperloop, an innovative and rapidly advancing technology. North Central Texas Council of Governments (NCTCOG) staff believes given the project development timeline, hyperloop technology will have an opportunity to advance to see if it is operational by project implementation. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. Comments received to date have expressed general support for the IH 30 alignments, support for both hyperloop and high-speed rail, questions on the connectivity with Dallas to Houston high-speed rail, and questions related to alignment and station location specifics. The questions and comments were geared towards details of the project which staff believes shows support of the concept thus far. Mr. Wheeler also provide an overview of Phase 2 activities. During Phase 2, preliminary engineering activities will be conducted, as well a National Environmental Policy Act (NEPA) effort that will result in a Record of

Decision or finding of no significant impact for the project. Staff will be coordinating with federal partners on how to structure the process if moving forward with Phase 2 is approved by the Regional Transportation Council (RTC). During Phase 2, staff will also continue coordination with TxDOT, local governments, and stakeholders throughout the process which is expected to last approximately two years. He noted that requested action by the Committee included consideration of a draft RTC policy, provided in Electronic Item 6.1, to support advancing the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2. The schedule for this effort was highlighted and details were included in Electronic Item 6.2. Todd Plesko noted the one-seat-ride policy and asked if that referred to the connection with the Dallas to Houston project, or the stations in the Dallas to Fort Worth project. He specifically asked for clarification of a one-seat-ride if hyperloop was the selected technology. Michael Morris noted if high-speed rail were selected as the technology for both the Dallas to Houston and Dallas to Fort Worth projects, the desire is a one-seat-ride for seamless connection. If hyperloop were the selected technology, then by definition a one-seat-ride is not possible. The previous one-seat-ride position of the RTC was being reiterated in order that the Phase 1 recommendations not conflict with the previous RTC action. The policy reaffirms the previous RTC position for the three-station concept and a one-seat-ride. A motion was made to recommend Regional Transportation Council adoption of P21-01, Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2, which provides continued support of Mobility 2045 plan policies for the 3-station concept and a one-seat-ride. The policy also directs staff to proceed with Phase 1 recommendations for alignments and modes, coordinate with federal partners to determine the appropriate path forward into National Environmental Policy Act efforts with advancing technology, continue coordination with TxDOT and local governments in Phase 2, and integrate alignment and mode recommendations into other planning activities. Eric Fladager (M); Stanford Lynch (S). The motion passed unanimously.

7. **Metropolitan Planning Organization Milestone Policy (Round 2) Quarterly Status Update:**

Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. As a reminder, the policy is aimed at ensuring that projects in general and especially those that have been funded for at least ten years and have not gone to construction are being implemented in a timely manner. The second round of the Milestone Policy was initiated in November 2019 to review projects currently over ten years old that have not been implemented. In February 2021, the Regional Transportation Council (RTC) approved the second round of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revamped project tracking process. The previous process for project cancellation was highlighted, as well as the updated project tracking process which includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Reports must detail steps that the project sponsor is taking to advance the project, potential delays, and updated schedules. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors. If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation. Since February 2021, questionnaires were sent to project sponsors with projects on the Milestone Policy List that have not gone to construction. Those that are deemed to be at medium or high risk may require additional coordination between our staff and partners. He noted that North Central Texas Council of Governments (NCTCOG) staff were available to aid partners to ensure projects stay on track. A summary of the 41 projects and funding proposed for cancellation presented in January 2021 was highlighted. Of the 41 projects on the initial list, 23 projects have not gone to construction; 15 low risk, 7 medium risk, and 1 high risk. The status of each project on the MPO Milestone Policy list, including ratings, was provided in Electronic Item 7.1. Mr. Dell noted staff will continue

monitoring project progress and providing assistance as needed, as well as provide information to the Committee at the next quarterly update. Additional details on the policy were provided in Electronic Item 7.2. Michael Morris asked staff to provide additional information on the high-risk project. Mr. Dell noted the project is scheduled to let in Fiscal Year 2024 or beyond and significantly underfunded. Staff is working with TxDOT on a solution to proceed. Mr. Morris noted that in the future, showing the colored categories by year may be helpful for members to determine those which are of higher concern.

8. **Director of Transportation Report on Selected Items:** Michael Morris presented information on current transportation items. He discussed Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID-19 Recovery, and noted this would be the last month the information would be presented. Staff will continue to track data and bring back critical information if needed. He thanked North Central Texas Council of Governments (NCTCOG) staff who worked on the effort. He also highlighted the third round of Blue-Green-Grey, an initiative to advance projects that have water, environmental, and transportation components. Details were provided in Electronic Item 8.1. He also highlighted the 2020 Transportation Safety Performance Measures Report provided in Electronic Item 8.2 and Electronic Item 8.3. Federal Certification Review was held June 14-16, 2021, and he thanked Regional Transportation Council (RTC) members who provided comments to federal partners as part of the review process. Also discussed was the status of the 2021-2024 Transportation Improvement Program (TIP). Approval of the document has been delayed because of a single project in Houston. He noted a letter is being drafted to the US Secretary of Transportation to allow the Division Office to allow all other projects to proceed and expedite approval of the 2021-2024 TIP to allow important projects to proceed to implementation. He also noted efforts to have the World Cup held in the region in 2026 continued and that updates would be provided to the Committee, and highlighted Progress North Texas 2021 available at <https://nctcog.org/trans/about/publications/2021>. In addition, he noted the July RTC meeting would be held remotely, and that staff were working to schedule the August 12 RTC meeting at a location within the region to allow for an in-person meeting in a larger area. Staff also planned to hold RTC New Member Orientation the morning of August 12, 2021. In addition, he highlighted a potential partnership with the State to implement an aggressive safety program and that as the effort proceeds, staff will provide additional updates to members. Brian Moen thanked staff for their work on the COVID-19 data and the dashboard that was developed. He also discussed the safety data as part of the presentations and asked if fatalities rates were lowering with more congestion and the return to work. Mr. Morris discussed safety data and the importance of having an aggressive statewide program.
9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. On June 24, 2021, a bipartisan Senate group announced a new infrastructure agreement had been reached totaling approximately \$550 billion. A large portion of the funding was designated for traditional transportation projects and also included rail, public transportation, and electric vehicle charging infrastructure. The proposed bill also included provisions to improve rural broadband access and climate resilience. The controversial human infrastructure funding portion was not included. In addition, he noted Surface Transportation Reauthorization would expire September 30, 2021. In May, the Senate Environment and Public Works Committee came to an agreement on a bipartisan bill that would provide \$304 billion for highways. Separately, \$78 billion in transit and rail funding was approved by the Senate Commerce Committee. The House Transportation and Infrastructure Committee also recently approved the INVEST Act. The \$547 billion plan included funding for highways, bridges, safety, public transit, and rail and noted staff would continue to monitor the proposed bill. Mr. Allen also provided an update on the Texas Legislature which adjourned on May 31, 2021. SB 1, the two-year statewide budget totaling approximately \$248 billion

was approved. This was a decrease of \$13.5 billion mainly due to stimulus funds that will not be present for the upcoming budget. Related to transportation, funding for the Texas Department of Transportation (TxDOT) totaled just over \$30 billion which included Proposition 1 and Proposition 7 revenues. He noted the Governor had called a Special Session which was expected to focus on election policy and other non-transportation issues. Separately, \$16 billion in federal funds would need to be allocated before the 2021 legislative session. Bills that had been approved were highlighted. These included bills related to issuing debt obligations from the Texas Mobility Fund, issuance of bonds to renovate or develop areas of county-owned land, updates to the Texas Emissions Reduction Program, and additional funding for certain transportation and air quality programs. Other approved bills included safety bills providing new privileges for TxDOT district engineers to lower speed limits during roadway maintenance, protections for bicycle and pedestrian users, integration of autonomous vehicles, creation of an Urban Air Mobility Advisory Committee related to unmanned aircraft systems, and broadband expansion. Miscellaneous transportation bills approved included a bill that creates uniform regulations for peer-to-peer car sharing services and one related to road user studies. He noted staff was working on a detailed summary of all transportation and air quality bills that were tracked over the session and that the summary would be provided to the Committee in the future.

10. **Overview of the 2020 Bicycle and Pedestrian Annual Traffic Count Report:** Daniel Snyder provided an overview of the regional bicycle and pedestrian trail data collection program and highlights from the 2020 annual report. Each year, the North Central Texas Council of Governments (NCTCOG) publishes a report on bicycle and pedestrian facility usage throughout the region collected from trail counters. In the 2020 report, the impact of COVID-19 protective measures on bicycle and pedestrian trail usage was also analyzed. Data was collected on trails in Fort Worth, North Richland Hills, Denton, Allen, Plano, and three sites in Dallas. Beginning in March 2020, trail usage increased 50 percent compared to March 2019 and continued to increase to a 78 percent increase in May 2020 versus the same time in 2019. When reviewing May 2020 data, staff reviewed patterns and trends at the eight sample locations. Trail counters in North Richland Hills, Plano, and Allen all recorded an over 100 percent increase. Average daily trail volumes in 2020 compared to 2019 were highlighted for each of the sample locations. Of note, during May 2020 an average day on the Katy Trail recorded nearly 3,000 trail counts and of the eight sample locations, five registered over 2,000 trail counts, which is more than what many recorded on an average day in 2019. When looking at activity during the days of the week, the largest growth in bicycling and walking occurred during Tuesday, Wednesday, and Thursday. In addition, bicycle counts for each of the locations registered increases compared to 2019. Mr. Snyder noted that the annual report was available online at www.nctcog.org/bikepedcountdata for members interested in reviewing additional information. Alonzo Liñán asked if the Tuesday-Thursday data reflected the average of those days or a cumulative summary of the three days. Mr. Snyder noted the data reflected was an average of the three days.
11. **Access North Texas 2022 Plan Update:** Vivian Fung presented information on the 2022 update to Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas region. The purpose of the plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan is also used to specify strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and State requirements of transit coordination in the 16 counties. The Regional Transportation Council (RTC) adopted the last update of Access North Texas on March 8, 2018. Since the plan needs to be updated every four years, staff has begun

efforts for the 2022 update. The regional public transportation coordination plan is required by both the Federal Transit Administration and the Texas Department of Transportation, and information and strategies identified through the plan shape planning and funding decisions for transit. Ms. Fung highlighted the 2018 Access North Texas Plan Update that includes both regional and county-specific strategies for public transportation. Also highlighted were examples of projects implemented since the 2018 update that align with the strategies. Details were provided in Electronic Item 11.1. The 2018 Plan Update, as well as public input opportunities for the 2022 update, were made available at www.accessnorthtexas.org. As staff prepares for the 2022 update, a large component will be the public outreach process to gauge the public transportation needs of individuals throughout the region. Three ongoing outreach efforts were being conducted and would continue through July 31, 2021: 1) virtual, county-specific public meetings; 2) public and agency surveys in English and Spanish provided in Electronic Item 11.2 and available online at www.accessnorthtexas.org; and 3) the Map Your Experience Tool through which feedback on transit can be provided at <http://www.nctcog.org/mapyourexperience>. Ms. Fung also highlighted staff efforts completed to date, as well as current and future efforts for update of the plan. The public involvement framework has been developed and outreach activities will continue through the summer. Partner coordination will also continue, and future efforts will include data analysis and development of goals/strategies, review of the draft plan, and incorporation of public comments into the proposed plan following the public comment for the draft plan in Spring 2022. The final document will then be submitted to the Executive Board for approval, followed by plan implementation in spring/summer 2022. The timeline for this effort was highlighted.

12. **University Partnership Program Survey-Measuring Resiliency Dimensions of Transportation Infrastructure in North Central Texas:** Jeff Neal provided information to the Committee on an ongoing University Partnership Program effort to measure the resiliency of critical North Central Texas transportation infrastructure and develop potential resiliency enhancement strategies. North Central Texas Council of Governments staff are working with professors, researchers, and graduate students at the University of Texas in Arlington to measure the resiliency dimensions of the transportation system throughout the region. He noted as the region considers resiliency, it is important to recall the definition by the Federal Highway Administration that resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and to withstand, respond to, and recover quickly for disruptions. This includes both natural and human made events. A survey was developed to help understand current and future infrastructure conditions, what natural or human made stressors are causing problems, and to what extent is the damage/disruption occurring. Member's participation is voluntary and personal information will not be included in the final report or data that is available to the public. He noted responses were due by July 2 and that the survey was available online at <https://resiliencedimensionproject2021.questionpro.com/>. Committee Chair Brian Moen noted he had completed the survey and suggested that definitions may be helpful to make it clear from the beginning of the survey differences between resiliency versus rebuild. He added that the survey seemed to be based on events that occur, and that he also thought of resiliency as how the region is prepared to adapt for growth. Mr. Neal agreed that while understanding the impacts of recent weather events is a focus, the impacts of growth and day-to-day demands on facilities in the region should also be a consideration.
13. **Regional Automated Transportation System Guidelines Development Project:** Clint Hail presented an update on the Regional Automated Transportation System (ATS) Guidelines Development Project. He noted this project is part of the larger Regional People Mover Initiative to connect, support, and enhance passenger transit and goods shipments within the region by deploying ATS technologies. The initiative will also help to provide first

and last-mile solutions to and from regional hubs and corridors for passengers and goods, provide circulation within and adjacent to dense mixed-use developed activity centers, and develop homogenous regional infrastructure and vehicle technology that can be effectively deployed throughout the region. ATS is the combination of the transportation technology itself such as automated vehicle (AV) shuttles and infrastructure suited to support the AV technology. Infrastructure may be developed as part of the project or preexisting modular-type infrastructure that is rapidly deployable could also be used. Through previous work by North Central Texas Council of Governments staff, it was determined that the movement of both people and goods present viable opportunities for ATS technologies. Additional information is available through Mobility 2045, as well as two studies completed by staff. As part of the ATS Guidelines Development Project, staff will procure expertise to develop a set of broad guidelines that will inform future engineering procurements related to ATS deployments. Key elements will be to evaluate ATS vehicle technologies with focus on those that can be adapted to future technological changes, develop modular infrastructure guidelines for grade-separated guideways and other infrastructure innovations, and evaluate wireless vehicle charging technologies. The scope of the project outlines that the initiative will seek to develop performance guidelines for a combined technology and infrastructure solution capable of safe and effective operations within two primary operating environments (OE). Operating Environment A would be for people movement in areas such as mixed-use development locations. Operating Environment B would be for freight/goods movement in manufacturing and intermodal hub areas. In December 2020, a Request for Proposals was published and in February 2021 Lea + Elliot was selected as the prime consultant. The North Central Texas Council of Governments is in the process of finalizing the contract and the project is expected to last approximately 12-18 months from contract execution. The timeline for this effort was highlighted, which included future project updates to both the Committee and the Regional Transportation Council. Michael Morris discussed the project and noted the potential benefits of infrastructure and charging components that could be used throughout the region. He encouraged interested members to engage with staff.

14. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler thanked Brian Moen for his leadership as the Surface Transportation Technical Committee Chair during the last year. In addition, he noted the STTC officers for the 2021-2022 term were approved at the North Central Texas Council of Governments (NCTCOG) Executive Board's June 24, 2021, meeting: Chair Tanya Brooks, Assistant Director, Traffic and Management Division, Transportation and Public Works, City of Fort Worth; Vice Chair Cason G. Clemens, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie. In addition, he noted the new Regional Transportation Council officers approved at the June 10, 2021, RTC meeting: Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; Vice Chair Duncan Webb, Commissioner, Collin County; and Secretary Cary Moon, Councilmember, City of Fort Worth.

Committee Chair Brian Moen thanked NCTCOG staff for their support during his term as Chair and noted it was an honor to serve as an officer to the Committee.

15. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcoq.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

3. Status Report on Ozone Season (Electronic Item 15.1)
 4. Know Before You Fly Your Drone Workshops
(www.northtexasuas.com/UAS-Taskforce#Workshops)
 5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 15.2)
 6. Regional Ecosystem Framework and Interactive Viewer Survey (Electronic Item 15.3)
 7. 2020 Travel Demand Management Performance Report
(<https://www.nctcog.org/trans/manage/tdm/tdm-performance-measures>)
 8. Regional Safety Advisory Committee Membership Assignments for 2021-2022 (Electronic Item 15.4)
 9. Progress North Texas (<https://nctcog.org/trans/about/publications/2021>)
 10. Public Comments Report (Electronic Item 15.5)
 11. Written Progress Report:
 - Local Motion (Electronic Item 15.6)
16. **Other Business (Old and New):** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 23, 2021. The meeting was later canceled.

The meeting adjourned at 3:20 pm.