

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 28, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 28, 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 April 23, 2021, Minutes:** The minutes of the April 23, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Regional Pedestrian Safety Action Plan (2021):** Matt Fall presented an overview of the regional Pedestrian Safety Action Plan (PSAP). As noted at the April 23, 2021, meeting, Texas is one of seven states that account for 54 percent of the pedestrian fatalities nationwide, with fatality rates that are consistently above the national average. For this reason, the Federal Highway Administration (FHWA) designated Texas as a pedestrian Focus State and the cities of Dallas and Fort Worth as Focus Cities. In addition, the Regional Transportation Council's (RTC's) safety position states that even one death on the transportation system is unacceptable and that staff will work with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. To address the region's pedestrian fatality rates being consistently above the national average, the North Central Texas Council of Governments developed a Regional Pedestrian Safety Action Plan. The safety plan will compliment Mobility 2045 and enhance existing goals and policies with a more targeted focus on pedestrian safety. The plan also aims to create a specific roadmap for activities, investments, and improvements in the region and to serve as a guide and template for partners to develop detailed local safety action plans of their own. Key elements of the plan include the analysis of the demographics and contributing factors to determine the "who" and "why" involved in pedestrian crashes, and the development of crash density maps to identify areas with the highest frequency of documented crashes between motor vehicles and pedestrians. He noted the Plan also includes goals and policies in support of the RTC safety position, as well as an action plan to guide pedestrian safety projects and programs. Goals of the plan aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, include level of comfort in the design and other phases of development, integrate the most direct routes for pedestrian without forcing them to walk miles out of their way to cross roadways safely, and implement countermeasures where needed. A summary of the Plan policies was also provided and includes collaboration with stakeholders, educational programs for the public and law enforcement, implementation of safety countermeasures along safety corridors, and support for key statewide legislation, among other policies. In addition, action items within the Plan were highlighted and include developing performance measures for tracking the effectiveness of the Plan, regular updates to the Plan, coordination and support for safety programs, policies, and campaigns, and facilitating road safety audits in the near future, among other actionable items. Policies and action items in the plan directly address data driven findings; for example, educating pedestrians on ways to maximize their visibility at night and determining appropriate lighting and engineering treatments on pedestrian infrastructure directly addresses the findings that 80 percent of pedestrian fatalities were

reported in dark lighting conditions. Future efforts include roadway safety audits, development of a regional Bicycle Safety Action Plan, and approval of the Pedestrian Safety Action Plan by reference within the Mobility 2045 Update. The schedule for this effort was reviewed, which included several stakeholder meetings and information briefings to the Committee and RTC. Details were provided in Electronic Item 3 and the finalized plan was available at www.nctcog.org/pedsafetyplan. A motion was made to recommend Regional Transportation Council approval to endorse the Pedestrian Safety Plan. Action included a recommendation for the RTC to direct staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 update, as appropriate. Eric Fladager (M); Kathryn Rush (S). The motion passed unanimously.

4. **Air Quality Funding Recommendations Related to the Environmental Protection**

Agency National Clean Diesel Funding Assistance Program: Jason Brown presented recommendations for three Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA- verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 4.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. The City of Dallas submitted an application for six eligible projects totaling approximately \$385,704. If approved, approximately \$109,116 will remain for another application round. Details of projects were provided in Electronic Item 4.2. For the North Texas Emissions Reduction Projects CFP, DHL Supply Chain submitted one application for two eligible projects for a total of approximately \$314,340; Jack Cooper Transport submitted one application with an eligible project totaling approximately \$288,730; and PACCAR Leasing submitted an application for one eligible project totaling approximately \$154,915. Eligible projects do not exhaust available funding, so approximately \$1.3 million remains for the next application round. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic Item 4.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on June 10, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline July 9, 2021. The final deadline for application would be October 18, 2021. Committee Chair Brian Moen asked why staff believes applications have not been received for Bucket 3. Staff noted the eligible projects are more specific which has a smaller market that is not as easily identified for promotion of the grant funding. A motion was made Recommend RTC Approval of Subaward and Rebate Recommended Awards. Bucket 1 - Clean Fleets North Texas 2020, \$385,704 to the City of Dallas to Replace Six Dump Trucks, Any Funds Released from Prior Awards to be Applied to Balance Available to Future Awards. Bucket 2 - North Texas Emissions Reduction Project 2020, \$314,340 to DHL Supply Chain to Replace Two Terminal Tractors; \$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck; \$154,915 to Paccar Leasing to Replace One Class 6-7 Truck. Stanford Lynch (M); Jim O'Connor (S). The motion passed unanimously.

5. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal provided an overview of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. This program replaces the Better Utilizing Investment to Leverage Development (BUILD). Approximately \$1 billion is available nationwide for capital projects with up to 80 percent in federal funds available to urban areas and up to 100 percent available to rural areas. Approximately \$30 million in planning grants is available with up to 100 percent available to “areas of persistent poverty.” The submittal deadline for grant applications is July 12, 2021. Project awards are expected to be announced by the United States Department of Transportation by November 22, 2021. Projects will have an obligation deadline of September 30, 2024, and funds must be full expended by September 30, 2029. Through this grant program, North Central Texas Council of Governments staff’s initial proposal is to advance public-private partnership projects that are being implemented in phases across the region. This includes a possible opportunity to advance the next major phase of the North Tarrant Express (NTE) along IH 820 and SH 183. Proposed improvements move across both east and west subregions and include general purpose lane capacity and interchange improvements, as well as new TEXpress lane capacity. The RAISE grant improvements would help to better serve environmental justice populations and address long-term sustainability issues, while also improving general reliability and mobility in the corridor. Proposed grant funds requested is \$25 million. Mr. Neal also highlighted a project to be submitted by the Texas Department of Transportation, the Dallas Loop Trinity Forest Spine Trail (Phase 3). 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 is the planned extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to near the Southside/Medical District. Proposed grant funds requested is \$25 million. Enhancing Mobility Within the Southern Dallas Inland Port is also being considered, which has been submitted in previous grant opportunities, and could include transit and intersection improvements to enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County. Proposed grant funds requested is \$7.7 million. The final project being considered is Phase 2 of the Bomber Spur Trail from US 377 to Vickery Boulevard/SH 183. Proposed grant funds requested is \$10.2 million. Mr. Neal noted the projects presented were the best candidates, and a final slate of projects is expected to be presented at the June 25, 2021, Committee meeting. The schedule for this effort was highlighted. Entities submitting their own projects who are interested in receiving a letter of support from the Regional Transportation Council were asked to contact staff by June 21.

6. **Congestion Management Process Update:** Michael Bils presented an overview of the update to the region’s Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents required for urbanized areas with populations over 200,000. First enacted in 1991, the region’s first Congestion Management Process was adopted in 1994 with the most recent update approved in 2013. A CMP is used to manage travel demand, reduce single occupancy vehicle travel, improve efficiency of the transportation system, improve safety for all users, maximize transportation funds, justify additional capacity is needed, and coordinate with regional partners. Limited access facilities in the region are evaluated in segments based on performance criteria for crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition. Assets that exist in each corridor are evaluated based on the categories of roadway infrastructure, modal options, and operational strategies with results filtered through performance criteria and available assets to determine strategies that can be implemented to assist in balancing demand on the corridor, resulting in the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gather or construction expected in the next three

years; CMP strategy candidates, based on performance deficiencies and available assets there is an opportunity to balance demand on the corridor; and corridor study candidate, assets to match performance deficiencies not available. A map of the process outputs was highlighted, with additional details provided in the workshop slides that will be posted online following the meeting. Staff then reviews available strategies and matches 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 including NCTCOG staff, TxDOT or NTTA, transit agencies, and municipalities along the corridors and evaluation of smaller segment, as well as review of the existing TIP projects in corridors. The review groups 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 for approval, to then be added to the Transportation Improvement Program. Mr. Bilis highlighted project performance evaluation which will be used to develop the baseline performance measures used to evaluate strategies for effectiveness and overall impact on the corridors. Review of existing before/after studies will be used to identify relevant measures with focus on initial criteria performance which will be updated as more information becomes available so that the process continues to evolve without developing a new process. The process could be used to track federal performance measures as necessary. The timeline for this effort was highlighted. The online input opportunity will begin on June 7 with action requested by the Committee in June and the RTC in July.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. Highlighted were metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Additional information was provided in Electronic Item 7.1 and available at www.nctcog.org/pm/covid-19. Travel behavior by mode was discussed, as well as construction cost changes and status of projects being implemented in the region. Mr. Morris noted that staff believes the COVID-19 Infrastructure Program has served its purpose and may propose a safety program in the coming months. He noted Texas Department of Transportation Headquarters staff may be interested in an integrated partnership to bring a statewide safety program to the State of Texas. Mr. Morris also noted the Federal Certification Review of the Metropolitan Planning Organization would be conducted June 14-16, 2021. In addition, he noted that fair share funding allocations remain a topic of discussion in the final days of the Texas Legislature. Also highlighted was a pilot program proposed for a Dallas Area Rapid Transit (DART) Silver Line Transit-Oriented Development Planning Grant application. The goal of the pilot program is to balance jobs and housing along the transit corridor. If successful, the program could be used in other corridors within the region. Details were provided in Electronic Item 7.2. Mr. Morris also discussed the revenue sharing proposal for the IH 35E/LBJ “Y Connector” project and noted that results will be provided to members once the final proposal has been made. He also noted the GoCarma application competed in a national competition to assist in the implementation of technology lanes on US 75 and has potential to serve as relief of congestion in other corridors within the region. Committee Chair Brian Moen asked if some of the data from the Changing Mobility effort will be available in the future such is the distribution of travel in the region throughout the day. As a result of the data, agencies may need to reassess current mid-day signal timing. Mr. Morris noted staff could develop a survey to determine what data local agencies have found to be helpful and what data could be helpful moving forward.
8. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan. As a

reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected) funds. The region's first 10-Year Plan was approved in December 2016 and has been updated annually since that time in conjunction with development of the Texas Department of Transportation's (TxDOT's) UTP. NCTCOG staff has coordinated with the TxDOT Districts on updates to existing projects and potential new projects. The proposed list of projects for the Regional 10-Year Plan was provided in Electronic Item 8.1. Proposed new projects were scored using the same process used in previous years, which was outlined in Electronic Item 8.3. To satisfy a March 2021 deadline set by TxDOT, a draft project listing was developed that included project scores, revisions, and potential new projects. Principles for the development of the Regional 10-Year Plan were highlighted and listed in Electronic Item 8.2. In addition, Mr. Dell also highlighted historic allocations for each of the funding categories back to the 2017 UTP which corresponds with the December 2016 10 -Year Plan. For Category 2, funding allocations have remained relatively similar for the first four years, but during development of the 2021 UTP funding dropped by approximately \$600 million, which has been projected to continue for 2022. In addition, it is yet to be determined how much Category 12 funds will be allocated in 2022 since the Texas Transportation Commission will be awarding this allocation. Also highlighted was a proposed Surface Transportation Block Grant Program/Category 2 funding exchange. Given that STBG funds have not obligated as quickly as needed and the region has accumulated a significant carryover balance, staff proposed a funding exchange, focused on two projects: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties. The US 287 project has about \$34 million in Category 2 funds currently allocated. Staff proposed those funds be exchanged for \$34 million STBG funds. Similarly State Loop 9 currently has about \$107 million in Category 2 across four projects, proposed to be exchanged with \$107 million STBG funds. Both projects are expected to let this fiscal year 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. NCTCOG staff will work to finalize projects selection in coordination with TxDOT and await decisions by the TTC on Category 12 funds. Action on the proposed projects listings will be requested at the June Committee meeting and staff will bring back any project changes once the TTC selects projects and approves the 2022 UTP. The timeline for this effort was highlighted. The public comment period will begin in June, followed by proposed action by the Committee in June and RTC in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021.

9. **Draft FY2022 and FY2023 Unified Planning Work Program:** Vickie Alexander presented a summary on the development of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP). The UPWP is one of the five federally required planning documents as part of the responsibilities of a metropolitan planning organization (MPO). The FY2022 and FY2023 UPWP will cover the period of October 1, 2021, through September 30, 2023, and outlines work activities to be conducted by the North Central Texas Council of Governments (NCTCOG) staff utilizing federal Transportation Planning Funds. In addition to these activities, NCTCOG also includes in the document work activities carried out through other funding sources such as Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, Regional Transportation Council Local funds, and others. In February 2021, local agencies were notified that NCTCOG was initiating development of the FY2022 and FY2023 Unified Planning Work Program and were asked to submit regional transportation planning project ideas or areas where specific technical assistance was needed from NCTCOG. In response

to this request, a total of 47 project submittals were received from 16 agencies. Of the 47 projects, 33 projects were recommended for inclusion in the document. A summary of the submittals received and staff recommendations were provided in Electronic Item 9.

Ms. Alexander reviewed the format of the UPWP document that includes five major tasks:

1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming, and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. Within these five tasks are several subtasks containing numerous projects. Major planning initiatives contained in the proposed document were highlighted, including an update to Mobility 2045, development of the 2023-2026 Transportation Improvement Program, associated air quality conformity analysis, transit asset management, data collection/travel model enhancements, advancement of technology (autonomous and connected vehicles, high-speed transportation, people-mover systems, etc.), freight planning, and development of a Regional Railroad Information System. Other initiatives include integrated planning for transportation and stormwater management, case studies of mixed-use developments, process to determine return on investment of transportation infrastructure, comprehensive transit studies, bicycle/pedestrian plans, corridor/area studies, development of a Regional Greenhouse Gas Emissions inventory, support for military installations, and continued emphasis on performance-based planning. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2022 and FY2023 UPWP. Staff anticipates approximately \$6.2 million in Federal Transit Administration 5303 funds, approximately \$17 million in Federal Highway Administration PL funds, and approximately \$4.7 million in FY2021 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2022 and FY2023 UPWP is approximately \$28 million. About \$25 million dollars has been programmed on projects in the UPWP. NCTCOG usually expends about 94 percent of the programmed amount (about \$24 million), resulting in an anticipated carry over balance into FY2024 of around \$4 million. In addition, she noted that information on the other funding sources can be found in the full Work Program document. A draft of the document is due to the Texas Department of Transportation by June 4; a copy will also be provided concurrently to members of the Surface Transportation Technical Committee. The public outreach period begins on June 7, 2021. Action on the FY2022 and FY2023 UPWP will be requested of the Committee at its June 25 meeting and of the RTC in July. The final document is due to the Texas Department of Transportation on July 30.

10. **Automated Vehicles 2.2/2.3 Program: Proposed Projects:** Thomas Bamonte presented projects proposed for funding and deployment under the Automated Vehicle (AV) and AV 2.2 Programs. These programs were adopted in 2018 as part of the AV 2.0 Program. In Fall 2020, the Committee and the Regional Transportation Council were notified of the funding availability and in December 2020 an information forum was held for Committee members. North Central Texas Council of Governments (NCTCOG) staff have worked with interested parties and applicants to provide technical assistance. Applications were due in March 2021, and NCTCOG staff then reviewed applications. A review of how automated vehicle technology has advanced in the region was provided. In 2017, there were no automated trucks operating in this region. Since then, four leading AV truck firms have come to the region, located operations, and are making regular automated trips between Dallas and Houston and other destinations. People mover technology has experienced similar progress. In 2017, Arlington had a single shuttle running in a single quarter mile line and two years later Arlington and Frisco were providing passenger service on a fixed route with stops along the way. Four years later Arlington has integrated automated vehicle service into its citywide VIA transportation service. The goal of projects funded through this effort is to move from individual projects to a regional AV Program covering multiple AV types and use cases. There will also be focus on workforce development and how to prepare the workforce for a changed transportation future. Impact to infrastructure, equity, economic

development, and regional coordination to leverage resources will also be advanced. The first proposed project sponsor is Dallas College for AV service from the Cedar Valley Campus to a nearby high school and further south to multiple community sites and neighborhood. The next proposed project sponsor is also Dallas College for AV service using the Eastfield Campus as a hub to three feeder high schools, multiple shopping and community destinations, as well as connection to two Dallas Area Rapid Transit bus lines. He noted a key component for both the Cedar Valley and Eastfield Campus projects is a workforce development program designed to train students for jobs in automated transportation. The campuses have been working with AV companies on curriculum development and will use input from agencies in the region on curriculum needs. A community food delivery bot service project is the next proposed project that will serve the neighborhoods surrounding Paul Quinn College in South Dallas, which is in a food desert. Paul Quinn will be using sidewalk delivery bots to deliver food from its college garden to local households. Ensuring participants have sufficient internet access to interact with the delivery bots, as well as other opportunities available by accessing the internet, will be an important component of the project. Next, a Tarrant AV Truckport is proposed in northwest Fort Worth. The truckport will serve as a first mile/last mile stop for human-driven trucks before the cargo is transferred to long-haul automated trucks. Eligibility issues are being reviewed, but staff believes it is important for the region to host the nation's first automated truckport in support of the growing AV freight industry in the region. Next, a CAV test bed and community connector project is proposed in northeast Richardson to advance ITS technology in and around a rail station with heavy pedestrian and vehicle use. As part of the deployment, AV service will connect neighborhoods in the area to community and civic buildings, parks, recreation, and social services. The project would also serve the Richardson Innovation Quarter and the new UTD Center for Smart and Connected Mobility. The final proposed project, Dallas Area Rapid Transit Love Link AV Airport Connector, would provide AV service along an established route between Inwood Station and Love Field. A summary of the recommended projects was highlighted and also provided in Electronic Item 10, and the schedule for this effort was reviewed. If approved, projects are expected to be approved in the Transportation Improvement Program in the fall, with TxDOT agreements expected to be finalized in summer 2022. Committee Chair Brian Moen asked if there were match requirements for local agencies and noted that variation among the projects. Mr. Bamonte noted one of the key elements of the AV 2.2 and AV 2.3 programs is to create a level playing field for AV deployment so that all agencies, regardless of their resources, could participate. This element drove the local match requirements for each project. Robert Saylor asked how many applications were received. Mr. Bamonte noted that a total of nine projects applications were submitted.

11. **Legislative Update:** Nicholas Allen provided an update on federal legislative items. President Biden recently offered a \$1.7 trillion infrastructure plan. The new proposed American Jobs Plan removed funding for research, supply chain, and manufacturing, but also lowered roadway funding. The proposal retained electric vehicle and home health aide funding, as well as the corporate tax increase for which many Senate Republicans have indicated they are not willing to agree. The GOP's released its latest \$928 billion counteroffer that includes additional money for roads, bridges, ports, rail, and airports. The action seemed to represent an effort to reach a bipartisan agreement on infrastructure. The recent GOP counteroffer would be funded by unused COVID relief funds. However, the Biden Administration press secretary expressed some disappointment that the GOP proposal did not include what she called substantial new funds for rail and transit. Regarding surface transportation authorization, the Fixing America's Surface Transportation Act expires September 30, 2021. The bill represents federal funding for highways, transit, safety, and rail. House GOP members have proposed the STARTER Act, a \$400 billion plan over five years. This is a \$100 billion increase overall compared to current FAST Act funding. There is

also a bipartisan Senate Environment and Public Works Committee bill that includes a \$304 billion plan over five years for highways and represents a 22 percent increase over current FAST Act appropriations. A House Transportation and Infrastructure bill is also expected in early June for which House members have submitted a total of 2,380 projects through the new earmark process on the bill. Mr. Allen also provided an update on the Texas Legislature. Both the House and Senate have agreed to the Conference Report for Senate Bill 1 and was sent to the Governor's desk. A total of \$248 billion was proposed for the FY22/23 biennium. Both chambers have agreed to the proposed amendment and include a proposal for TCEQ funding at \$647 million and \$30.2 billion in TxDOT funding for the new biennium. Mr. Allen reviewed pending bills for transportation funding and air quality/funding, and unmanned aircraft. Also reviewed were bills that have been approved. If signed by the Governor, HB 2448 will make failure to move over or slow when passing toll road maintenance vehicle on the shoulder a Class B Misdemeanor. HB 3319 would appropriate funds to create a public awareness campaign for the State's move over, slow down law. Other approved bills include those that would permit medium- and heavy-duty natural gas vehicles to be covered under the Texas Natural Gas Vehicle Program and a bill that would create statewide rules for peer-to-peer car sharing services. In closing, Mr. Allen noted that no electric vehicle bills or electric vehicle charging infrastructure bills were approved. In addition, proposed bill for the remittance of LIRAP funds back to counties did not pass and no anti-high-speed rail or anti-tolling bills were approved this session. He noted that a final update will be provided to members about bills signed or vetoed by the Governor at a future meeting.

12. **Regional Traffic Signal Program:** Gregory Masota provided an update of the Regional Traffic Signal Program. The new program replaces the previous Regional Traffic Signal Retiming Program that was focused on implementation of traffic signal retiming to maximize the efficiency of the existing roadway system. The new approach will evaluate traffic signals and implement needed traffic signal improvements and will still include traffic signal retiming. As part of the Regional Traffic Signal Program, a traffic signal assessment and inventory of regional signals will be conducted through use of a survey, and a regional minimum standard will be developed. Initial recommended minimum standards were highlighted. Basic elements include controllers, cabinets, clocks, communications, detection, and operational parameters. Details were provided in Electronic Item 12. Survey questions have been developed with assistance from partner agencies and will seek input about the basic elements of regional traffic signals. Members were asked to help facilitate the collection of the necessary information by communicating with city staff and responding to the survey in a timely manner. Staff met with partner agencies in April/May 2021 and the survey is expected to be released in June/July 2021. Efforts in the new program will also include identifying performance measures to track signal performance and procuring a traffic signal monitoring platform that will use performance measures to identify which corridors need improvement instead of use of a call for projects. Example performance measures include crashes, intersection delays, arrival on red/green, travel times, and others. The procurement of a platform is expected to occur between July and December 2021. Mr. Masota noted that two approaches will be used to identify recommended improvements: 1) inventory of equipment and 2) corridor performance. Improvement recommendations could include signal retiming, signal equipment, signal software, capacity improvement, and others. Funding for improvements will be implemented through the Transportation Improvement Program and is expected to begin in December 2021 following completion of the inventory, procurement of a platform, and identification of corridor and improvement types. 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. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
 2. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
 3. Status of Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
 4. Status Report on Ozone Season (Electronic Item 13.2)
 5. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 6. Mobility Matters (www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021)
 7. April Online Input Opportunity Minutes (Electronic Item 13.3)
 8. June Online Input Opportunity Notice (Electronic Item 13.4)
 9. Public Comments Report (Electronic Item 13.5)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 13.6)
 - Partner Progress Reports (Electronic Item 13.7)
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 June 25, 2021.

The meeting adjourned at 3:25 pm.