

REGIONAL TRANSPORTATION COUNCIL
February 11, 2021

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through March 6, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the February 11, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Dennis Bailey, Ceason Clemens (representing Mohamed Bur), Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Ron Jensen, Carl L. Johnson, Jungus Jordan, Mike Leyman, B. Adam McGough, Raj Narayanan (representing Bill Meadows), Gary Roden (representing Allan E. Meagher), Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio Nuñez, Philip J. Ritter, John Ryan, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Duncan Webb, B. Glen Whitley, Barbara Odom-Wesley (representing W. Jeff Williams), and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council (RTC) Chair Roger Harmon asked if there were any public comments. Marcus Wood, of Dallas, spoke in support of Agenda Item 6, Metropolitan Planning Organization Milestone Policy recommendations, especially for Dallas County and City of Dallas Riverfront Blvd. reconstruction from Cadiz to Union Pacific Railroad for which he noted the construction let date has been again delayed.
2. **Approval of the January 14, 2021, Minutes:** The minutes of the January 14, 2021, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2:** Regional Transportation Council approval to recommend North Central Texas Council of Governments Executive Board approval of \$1,485,500 in funding for education campaigns for transportation initiatives was requested. The benefits of the initiative and cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from Fiscal Year 2019, was provided in Electronic Item 3.1.1. Additional information on Phase 1 and Phase 2 was provided in Electronic Item 3.1.2.

A motion was made to approve the item on the Consent Agenda. George Fuller (M); Richard Aubin (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items in the Director of Transportation Report. He recognized Eugene Shen and the DLG Group for its donation of 24,000 N-95 masks to the region. Mr. Shen noted that the DLG Group was happy to partner with the region as a corporate citizen. Mr. Morris provided a status report to the Regional Transportation Council (RTC) on the Cotton Belt Trail schedule. Details were provided in Electronic Item 4.1. Dallas Area Rapid Transit (DART)

contracted with an engineering firm in December 2020 to complete the design process for the bicycle and pedestrian components of the project. He noted that DART is reaching out to local governments and staff will inventory which local governments have been contacted. The design is expected to be 30 percent complete by May 2021. DART will soon move ahead with selection of Contractor 2 to implement the critical trail sections. By early November 2021, 60 percent of the plans and opinions of construction costs will be available which will provide a better idea of how much of the trail can be constructed by funding previously approved to date by the RTC, Dallas County and other local contributions. He noted staff will continue to monitor progress on the project. In addition, Mr. Morris provided a brief overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted impacts by mode of travel. Bicycle/pedestrian activity remains high, and freeway volumes have stayed around 9 percent below pre-COVID volumes. Toll road transactions remain approximately 20 percent less versus the same month in 2019, and SH 360 transactions are improving. Telecommuting trends were also highlighted. Staff is working on a region-wide policy to try to maintain some of the benefits of reduced commutes. Transit ridership has also shown consecutive months of improvement and staff continues to coordinate with transit authorities on efforts to improve ridership. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage the of the reduced construction costs. Details were provided in Electronic Item 4.2 and available through the online dashboard at www.nctcog.org/pm/covid-19. Dallas-Fort Worth Clean Cities upcoming events were available at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality funding opportunities for vehicles were available at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. Electronic Item 4.3 contained information on the status of Texas Volkswagen Environmental Mitigation Program funding programs. Electronic Item 4.4. contained information on a Regional Greenhouse Gas Emissions Inventory Call for Interested Cities and the current Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report was provided in Electronic Item 4.5. The East/West Equity Report was provided in Electronic Item 4.6. Electronic Item 4.7 contained the January online input opportunity minutes, and the February online input opportunity notice was provided in Electronic Item 4.8. The current Public Comments Report was provided in Electronic Item 4.9, recent correspondence in Electronic Item 4.10, recent news articles in Electronic Item 4.11, and recent press releases in Electronic Item 4.12.

5. **Update on the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Timeline and Changes Resulting from Statewide Financial Constraints:** Ken Bunkley briefed the Council on the altered 2021-2024 Transportation Improvement Program (TIP)/Statewide TIP approval timeline and proposed revisions to the 2021-2024 TIP/STIP listings. The 2021-2024 TIP/STIP was submitted to the Texas Department of Transportation (TxDOT) in June 2020. Around the time of the submittal, staff learned the approval of the STIP would be delayed due to issues balancing project programming to available revenues statewide. In order to resolve this issue, changes were needed to project fiscal years for selected projects to adjust to available funding. Until these changes are made, the 2019-2022 TIP/STIP will remain in effect. The primary impact of the delay is on any projects that were newly added or changed substantially in the 2021-2024 TIP since funding agreements or new federal/State actions for these projects cannot be executed until the STIP is approved. Changes to projects requested through the November 2020 TIP modification cycle have also been delayed, as well as the February 2021 TIP modification cycle. November 2020 and February 2021 TIP revisions, as well as changes to balance statewide fiscal constraints have been incorporated

into the original 2021-2024 TIP/STIP submission. TxDOT approval of the updated 2021-2024 TIP/STIP documents is anticipated in late March 2021 and US Department of Transportation (USDOT) approval in May 2021. Since the May 2021 STIP revision cycle coincides with USDOT review of the new TIP/STIP, TxDOT anticipates cancelling the May 2021 TIP revision cycle meaning the next deadline for TIP modification requests would be the August 2021 cycle, with April 26, 2021, as the deadline for modifications requests to the North Central Texas Council of Governments (NCTCOG). Resulting STIP revision approval would be anticipated in late September or early October 2021. This timeline means that new projects in FY2021 are extremely limited and most new funding would not be available until FY2022. Mr. Bunkley noted that as part of the updates, there are items that need RTC review and approval. Items include 13 projects TxDOT has identified as needing to be moved due to financial constraints, 34 projects that have obligated since original submittal of the 2021-2024 that no longer need to be double listed, 7 revisions from the November Modification cycle and one revision from the February Modification cycle that were initially processed administratively but have been amended and now require RTC approval. Mr. Bunkley noted that resulting revisions to the 2021-2024 TIP were provided as Electronic Item 5.1 for the Council's consideration. These changes have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP. Electronic Item 5.2 contained additional information. A motion was made to approve the changes to projects in the 2021-2024 TIP requiring RTC action as provided in Electronic Item 5.1 and for staff to administratively amend other planning and administrative documents, as needed. Rick Grady (M); Ivan Hughes (S). The motion passed unanimously.

6. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2):** Christie Gotti presented proposed recommendations and deadlines for the projects that are part of the second round of the Metropolitan Planning Organization (MPO) Milestone Policy initiative. As a reminder, the Regional Transportation Council (RTC) has been selecting projects since 1992. In 2015, staff instituted the first round of the MPO Milestone Policy which reviewed projects selected from 1992 to 2005 that had not been implemented and was successful in getting 51 out of 57 projects to construction. The second MPO Milestone Policy effort began in November 2019. Projects impacted through the second round were primarily those funded between 2006 and 2010 that had not let or obligated as of December 2019. The effort also included projects funded prior to 2006 that had let, but have had implementation issues, those funded with RTC-selected sources, locally funded projects that were being tracked because of regional significance, and a few projects funded with Congressional earmarks that are subject to rescission. Intended outcomes of the Milestone Policy were reviewed, as well as the reapproval process. Agencies with projects on the Milestone Policy list were notified by letter and notified once again when the deadline to provide responses was extended due to COVID-19 impacts. Agencies were required to reconfirm the projects as a priority by providing a realistic and achievable schedule that was vetted by the North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation, providing documentation of policy board support, and documenting that any required local match was still available. A summary of the 41 projects and funding proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. Ms. Gotti noted that staff did not restrict the schedules provided by local governments and only asked that the schedules provided were realistic. In addition, she noted when presented to the Surface Transportation Technical Committee (STTC) and the RTC, staff proposed two policy position changes to the procedures associated with the Milestone Policy. Staff proposed that there would no longer be a one-year grace period and further extensions would not be offered to projects that missed their

deadlines. Staff proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. At the January 22 STTC meeting, staff received feedback from members that they were not comfortable with the automatic cancelation of projects. As a result, staff proposed to enable reconsideration of individual projects prior to cancelation through a Milestone Policy tracking process that includes quarterly performance reports. Local agencies that are implementing projects at risk will be required to report the status of any project on the Milestone Policy list until the project lets. Reports would detail steps the project sponsor is taking to advance the project. NCTCOG staff will evaluate the reports and rate the projects based on how well the project sponsor is implementing the projects: green, low risk of project delay; yellow, medium risk of project delay; or red, high risk of project delay. If the committed schedule is missed and the project has been graded as red/high risk, the project will likely be recommended for cancelation. The schedule for this effort was reviewed and an overview of the requested action was provided. The draft list of proposed recommendations for these projects was provided in Electronic Item 6.1. Details on the MPO Milestone Policy were provided in Electronic Item 6.2. Andy Eads noted he was supportive of staff's recommendations and asked if staff considered a financial penalty to the local partners, some type of diminishing financial partnership, as an incentive to keep projects on track. Ms. Gotti noted a financial incentive may help, but as projects are delayed and inflation increases the cost of projects, then a delayed project loses money on both the inflationary side and through diminishing funding which may make the project infeasible to deliver. Michael Morris noted that various incentives were considered, but that local government support or cash match may not be the source of the problem. Staff has decided to move towards taking a more active role through the requirement of quarterly reports, so that the cause for project delays is understood earlier in the process and communication is enhanced with the project sponsors. RTC Vice Chair Theresa Daniel noted she was also supportive and appreciated the increased communication to the Council so that members can be aware of project delays, monitor, and see if they have any influence regarding efforts to move forward the delayed projects or cancel projects. A motion was made to approve the proposed recommendations outlined in Electronic Item 6.1, including the cancelation of certain projects, established timeframes for each project, and the revised Milestone Policy procedures included in Electronic Item 6.2. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Theresa Daniel (M); Barry L. Gordon (S). The motion passed unanimously.

7. **Unmanned Aircraft Systems Resolution:** Ernest Huffman provided an overview of the proposed Regional Transportation Council (RTC) resolution to support the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the Dallas-Fort Worth (DFW) transportation system. Elements of the draft resolution, R21-01 Resolution Supporting the Safe and Efficient Integration of Unmanned Aircraft Systems into the DFW Regional Transportation System, provided in Electronic Item 7.1, were highlighted and include RTC support for: a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion; safe and responsible UAS activity within the region including current and future uses; encouraging agencies to support their public safety services use of UAS; encouraging agencies to work with the UAS industry to adopt "pilot" programs to demonstrate the technologies properly operated in and around a metropolitan area; encouraging educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future; the development of UAS aircraft pilot certification standards; and encouraging agencies to participate in the North Texas UAS Safety and Integration Task Force Community Integration Working Group. The Community Integration

Working Group was created in an effort to help cities collaborate on integration issues. The working group will help cities categorize community concerns, inventory available applications for city use, inventory funding mechanism for city use, inventory training available to cities, identify how small UAS aircraft and other UAS operations can supplement existing transportation methods, and identify how UAS can replace existing transportation methods in emergency situations. Mr. Huffman requested that entities interested participating in the North Texas UAS Safety and Integration Task Force Community Integration Working Group to contact staff. Additional information was provided in Electronic Item 7.2. Barry L. Gordon asked if additional North Central Texas Council of Governments (NCTCOG) staff would be needed for the certification process. Mr. Huffman noted that NCTCOG staff would not be directly engaged on creation of the certification processes but will inventory the current certification processes and relay that information to those involved in the region. No additional NCTCOG staff would be required for the effort. A motion was made to approve R21-01, Resolution Supporting the Safe and Efficient Integration of Unmanned Aircraft Systems into the DFW Regional Transportation System, provided in Electronic Item 7.1. Rick Grady (M); George Fuller (S). The motion passed unanimously.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Pete Buttigieg has been confirmed as the new United States Secretary of Transportation, and he recently spoke about his support for high-speed rail and focus on climate change, resilient infrastructure, and maintaining safety as some of his priorities. In addition, Congress recently passed a budget resolution that paves the way for President Biden's \$1.9 trillion stimulus plan. In the most recent action, the House Transportation Committee on Infrastructure approved language that would provide \$30 billion of emergency funding for public transit and \$1.5 billion for Amtrak. As committee hearings continue, the House is expected to take up the bill for consideration. Since the President took office, he signed a series of executive orders that either froze or rolled back regulations implemented by the previous Administration. One new executive order repealed the 2017 One Federal Decision rule which encouraged federal agencies to cooperate on environmental permitting for major infrastructure projects. Other executive orders also signed include those related to climate change, wearing face masks on public transportation systems, and environmental justice enforcement. Also highlighted were new Congressional committee members. Those related to transportation include Representative Eddie Bernice Johnson as Chair of the House Science Committee, Representative Kay Granger as a ranking member on the House Appropriations Committee, and Representatives Eddie Bernice Johnson, Collin Allred, and Beth Van Duyne as members of the House Transportation and Infrastructure Committee. Ms. Hernandez also provided an update on State legislative actions. The Lieutenant Governor and Speaker both announced committee assignments. The chair of the Senate Committee on Transportation remains Senator Robert Nichols, and North Texas members include Senator Hancock and Senator West. The Chair of the House Transportation Committee also remains the same, Representative Terry Canales and Texas members includes Representatives Yvonne Davis and Glenn Rogers. Other notable changes include a new House Appropriations Chair and new Senate Committee on Local Government. Regarding the proposed Fiscal Year 2022-2023 State budget, the House and Senate released its versions which both total slightly over \$251 billion and include the same amounts in general revenue. Included for transportation in both bills is \$30.4 billion, which is a 7.5 percent decrease from FY20-21 and includes Proposition 1 and Proposition 7 transfers. Overall, fewer bills have been filed this session, including fewer transportation bills. Of interest to Regional Transportation Council (RTC) members is HB 427 that would create an additional \$200 fee for electric vehicles and a \$100 fee for hybrid vehicles at the

time of registration that would go to the State Highway fund. She noted the RTC Legislative Program supports additional transportation revenue and that both Chairs have noted an alternative fuel vehicle fee is an important topic. In addition, Senator Nelson has scheduled 16 hearings of the Senate Finance Committee over the next few weeks, and Senate Redistricting Committee hearings are also being held. She noted that the bill filing deadline is March 12 and staff will continue to track bills related to the RTC Legislative Program. Ms. Hernandez also noted the Governor listed emergency topics for which legislators can start to consider previous to the 60-day mark to take up legislation. No transportation items were included but staff will continue to monitor the broadband topic. Regional Transportation Council Secretary Ann Zadeh discussed HB 442 (safe streets), SB 221 (prima facie speeds) limits, HB 443 (stopping for pedestrians), and SB 42 (consistent statewide handsfree) and asked if the RTC has a position on supporting the safe streets agendas of Vision Zero Texas. Michael Morris requested that any bills of interest for RTC support should be provided to staff who will include the topics in a future RTC agenda item. No action was requested for the item.

9. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey Results:** Chris Klaus presented an overview of results from the 2019 Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey. As the host organization for DFWCC, each year the North Central Texas Council of Governments (NCTCOG) collects fleet information that is centered around the use of alternative fuel vehicles and equipment and fleet efficiency improvements such as practices that reduce vehicle miles traveled, idling, and fuel use. In 2019, 42 fleets reported totaling nearly 10,000 alternative vehicles and equipment. Details on the gasoline gallon equivalents reduced, as well as a reduction of nitrogen oxides were highlighted. In addition, energy impacts of fleets in the region, as well as the breakdown of impact for greenhouse gas reductions, fine particulate reductions, nitrogen oxides and number of vehicles were detailed in Electronic Item 9 and additional detail is at www.dfwcleancities.org/annualreport. Also highlighted were Fleet Recognition awardees, based on the 2019 annual report. Bronze fleet winners included the cities of Arlington, Frisco, North Richland Hills, and Watauga, Tarrant County and the towns of Addison and Flower Mound, as well as Trinity Metro. Silver fleet winners include the cities of Bedford, Coppell, Irving, and Mesquite, as well as Denton and Prosper Independent School Districts. Gold fleet winners included the cities of Carrollton, Dallas, Denton, Euless, Lewisville and Southlake, as well as Dallas Area Rapid Transit and the Dallas Fort Worth International Airport. He also recognized fleets that are making the greatest progress in three areas: greatest progress in nitrogen oxides reductions included Dallas Fort Worth International Airport and North Richland Hills; greatest progress in gasoline gallon equivalent reductions included City of Denton and SPAN Transit; and greatest progress in transitioning to alternative fuels included Trinity Metro and Denton Independent School District. In addition, Mr. Klaus noted NCTCOG recently celebrated its 25th anniversary as a Clean Cities Coalition and that a celebratory video was available at www.dfwcleancities.org.
10. **Transit-Oriented Development Survey Results (This item was postponed from the December 10, 2020, RTC Meeting):** Karla Weaver presented results of the completed Dallas Area Rapid Transit (DART) Red and Blue Lines Transit-Oriented Development (TOD) Survey produced by the North Central Texas Council of Governments (NCTCOG). The effort was part of a Federal Transit Administration Planning Pilot for TOD and included a survey of residents, businesses, and employers in a one-mile area around 28 Red and Blue Line DART stations and was completed in partnership with the Cities of Dallas, Richardson, Garland, and Plano. Ms. Weaver noted that data was collected between August 2019 and February 2020, pre-COVID. The survey included a varied sampling of those living or working

near transit, as well as employers and covered many travel preferences and behavior topics. The presentation focused on travel and transit use, location impacts, and challenges/opportunities. Results indicate that proximity matters. Respondents who live closer to rail stations are more likely to use transit. When asked about travel mode, the majority of residents reported they drive alone; however, those living near transit use light rail and bus significantly more than the regional averages. Survey results also indicate that density matters, with areas of dense concentration of development seeing higher transit usage. For residents, higher density indicated higher likelihood of walking, and while 16 percent of those at high densities walked or bike, no more than 6 percent at all lower densities reported similar alternative modes of transportation. Additionally, the denser the housing development, the higher the likelihood people are using other modes of transportation for last mile connections. Ms. Weaver also highlighted some of the main factors in housing choices indicated by the survey. Cost of housing and low crime were most important, sidewalks through neighborhoods was the third highest response. There was also interest in quiet neighborhoods, parks/open spaces, and access to major transportation. The survey also helped identify challenges regarding TOD. There is still a high utilization of cars by TOD residents, and while 23 percent said a place of employment in walking distance was important, only 16 percent walked to their place of employment. Many cited the need for frequent stops, long trips and too many transfers as barriers to transit use. Businesses and employers see transit as less influential when considering business locations. In addition, when there is a lot of parking available transit is likely not being used to its full capacity. One of the challenges reported by respondents related to home/work trips was that DART did not connect to their work and home. Staff continues to look at the data to determine the role of demographics and how to better implement TOD solutions. For example, if the right mix of uses is available, 27 percent of residents report walking or biking to restaurants, coffee shops, and similar spaces and 52 percent would prefer to walk/bike or take transit to similar destinations for daily activities. Finally, the survey helps identify options to encourage walking or biking as entities design communities and consider connectivity. In summary, Ms. Weaver noted the survey results provide staff a better understanding of challenges and opportunities for TOD in the region and provide insight to the perceptions of those in the community. Results also show areas where staff can refocus. She noted more analysis was still needed on various areas of interest and the full report and data table were available online at www.nctcog.org/TOD. Michael Morris encouraged members to view the report, especially from a policy perspective, when considering the impacts of land use and transportation.

11. **Safety Performance Targets Update:** Sonya Landrum presented an update on the regional Roadway Safety Performance regional targets for the 2021-2022 target schedule for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was noted in the presentation. Ms. Landrum noted that today's presentation focused on Roadway Safety (PM1) performance measure targets. In February 2019, the Regional Transportation Council (RTC) approved support for the Texas Department of Transportation's (TxDOT's) 2018-2022 Safety Performance Targets. As part of its safety target development, NCTCOG also established the regional safety position that even one death on the transportation system is unacceptable and most recently in May 2019 the Texas Transportation Commission (TTC) directed TxDOT to work toward the goal of reducing the number of fatalities on Texas roadways by half by the year 2035 and to zero by the year 2050. The Roadway Safety performance targets include: the number of fatalities, rate of fatalities per 100 million vehicle miles traveled, serious injuries,

rate of serious injuries per 100 million vehicle miles traveled, and the number of bicycle and pedestrian fatalities and serious injuries combined. The targets are calculated based on a five-year rolling average. Ms. Landrum highlighted the performance of all five targets at the statewide and regional level, with a reminder that there is a two-year lag time in evaluating the performance of safety targets, so the 2018 target performance was first evaluated in 2020 and the 2019 performance is being evaluated in 2021. For the 2018 targets, the region met targets for fatalities, fatalities rate, and bicycle/pedestrian fatalities and injuries rates and significant progress was made for serious injuries and serious injuries rates. Staff anticipated the final statewide assessment for 2019 targets will be released by the Federal Highway Administration in March 2021. Based on preliminary analysis for the region, all targets have been met for 2019. Data for each of the five performance targets was highlighted. Also highlighted was TxDOT safety targets and NCTCOG's projections for 2021 performance targets. The 2021 regional targets include a 1.6 percent reduction from the original trend line projections. Based on the specified target reductions for 2021, the regional target for the number of fatalities is to decrease the expected rise in traffic fatalities to no more than 572.4 fatalities, to limit the expected rise in fatalities rates to 0.762 fatalities per 100 million vehicle miles traveled, to decrease the rise in serious injuries to 3375.3, to decrease the rate of serious injuries to no more than 4.485 per 100 million vehicle miles traveled, and to limit the expected rise in bicycle and pedestrian fatalities and injuries to no more than 592.3 incidents combined. She added the proposed reductions are based on the original trend line projections that show major increases in these areas. Ms. Landrum also noted that beginning with the 2021 targets, TxDOT has modified its fatality targets to an aspirational goal to reduce fatalities and the statewide fatality rate by 50 percent by 2035 and to zero by 2050. Serious injuries, serious injuries rates, and bicycle/pedestrian fatalities and injuries targets will maintain the reduction schedule of 2 percent reduction by 2022. NCTCOG staff will continue internal discussion on the direction it would like to take regarding the five targets and the programs and projects that can be implemented to more aggressively reduce serious injuries and fatalities for motorized and nonmotorized users. The schedule for Safety Performance target actions was highlighted which includes updates to the Surface Transportation Technical Committee, Regional Safety Advisory Committee, and the RTC.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, March 11, 2021.

The meeting adjourned at 2:35 pm.