

**REGIONAL TRANSPORTATION COUNCIL**  
**June 11, 2020**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through June 11, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the June 11, 2020, 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 Aubin, Adam Bazaldua, David Blewett, Ceason Clemens (representing Mo Bur), Loyl Bussell, Dianne Costa, Jeff Davis, Pat Deen, Rudy Durham, Kevin Falconer, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Ray Smith (representing John Keating), Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, William Meadows, Robert Miklos, Cary Moon, Barbara Odom-Wesley, John Ryan, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Chad West, B. Glen Whitley, 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 Chair Andy Eads asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the May 14, 2020, Minutes:** The minutes of the May 14, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Curtistene McCowan (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 3.1. **Federal Functional Classification System Amendments:** Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System, provided in Electronic Item 3.1, was requested.

A motion was made to approve the item on the Consent Agenda. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris recognized Regional Transportation Council (RTC) Chair Andy Eads for his service as an RTC Officer. Chair Eads commended the members of the RTC for being a diverse body from many backgrounds, agencies and local governments and for the continued culture of cooperation. He also thanked North Central Texas Council of Governments staff for their assistance during his year as Chair, as well as Texas Transportation Commission Chairman Bruce Bugg Jr. and other State and local partners.

Michael Morris discussed COVID-19 RTC4U performance measures and recent presentations on the subject regionally and nationally. He also highlighted recently proposed House Transportation Legislation, Investing in a New Vision for the Environment and Surface Transportation. Other items on the Director of Transportation Report were reviewed and it was noted that the Trail of the Month videos will continue to be postponed. A link to Progress North Texas 2020 was provided at <https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/About/Publications/Progress%20North%20Texas/PNT2020.pdf>

and printed copies are available to members upon request. Current air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle) and Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Electronic Item 4.1 contained the latest status report on the current ozone season. Recent podcasts held in collaboration with the North Texas Commission were available at <https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>. In addition, an east/west equity update was provided in Electronic Item 4.2 and the May online input opportunity minutes were provided in Electronic Item 4.3. The June online input opportunity notice was provided in Electronic Item 4.4. The Public Comments Report was provided in Electronic Item 4.5, recent correspondence in Electronic Item 4.6, recent news articles in Electronic Item 4.7, and recent press releases in Electronic Item 4.8. Theresa Daniel asked for the final results of the Volkswagen funding for air quality. Mr. Morris noted that there are multiple funding opportunities through the Volkswagen funding, many of which are not final, and that staff are continuing efforts to have unused funding allocated to the region. He also discussed interest in preserving the positive outcomes of travel behavior during COVID-19, many of which involve air quality.

5. **2021-2024 Transportation Improvement Program Draft Listings:** Christie Gotti presented the 2021-2024 Transportation Improvement Program (TIP) draft project listings. Development of the TIP document is a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT) districts, local governments, and other transit and transportation agencies. The development process includes the review of existing projects and additional locally funded projects of regional significance with respective entities. Needed revisions to existing project schedules, funding, and/or scopes are made, and project listings are developed. The listings are then financially constrained based on estimated available revenues, and reviewed in comparison to the Metropolitan Transportation Plan and air quality conformity to ensure projects listings are consistent. Public and Committee/Council comment has also been requested on the draft project listings and upon approval will be submitted to the Texas Department of Transportation, Federal Highway Administration, and other federal partners for review. Included in the 2021-2024 TIP are over \$13 billion in improvements, with over half funded federally and the balance funded with State, regional, and local commitments. Transit projects total slightly over \$3 billion. Listings include 962 active projects from 64 implementing agencies. Details of the various funding amounts included in the 2021-2024 TIP, as well as the development process, were provided in Electronic Item 5.1 and the financially constrained draft project listings for the 2021-2024 TIP were provided at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC\\_Action\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC_Action_21_24DraftProjectListings.pdf). Only projects in fiscal years 2021-2024 will be included in the new TIP. Projects in fiscal years 2025 and later will be included in Appendix D to allow project development activities, such as environmental clearance to continue. The resolution contained in Electronic 5.2 affirms the RTC's approval of the 2021-2024 TIP listings and will be used to transmit the document to TxDOT. The timeline for this effort was highlighted. If approved, staff will submit the final 2021-2024 TIP to TxDOT for inclusion in the statewide TIP in July 2020, with Texas Transportation Commission approval anticipated in September 2020. Federal approval is expected in the October/November timeframe. A motion was made to approve the projects and project changes shown in the 2021-2024 Transportation Improvement Program projects listings and R20-03, Resolution Adopting the 2021-2024 Transportation Improvement Program for North Central Texas, which will be transmitted to federal, State, and local impacted agencies. Action also included approval for staff to amend the Unified Planning Work Program and other

planning/administrative documents to incorporate TIP-related changes. Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

6. **Southeast Dallas County Funding Partnership:** Michael Morris provided an overview of proposed funding partnerships with three cities in Southeast Dallas County. For the first partnership, staff initially worked with the City of Balch Springs for several years on a project to aid transportation improvements on a different corridor. Federal funds were not available for the project in time for implementation, so assistance was requested for an alternate project along Hickory Tree Road from Elam Road to Lake June Road. North Central Texas Council of Governments (NCTCOG) staff proposed the Regional Transportation Council (RTC) fund the design of the project with \$500,000 of Surface Transportation Block Grant Program funds. Staff will work with the City to determine the best context for the project and present specific improvements to the RTC in the future. The second proposed funding partnership is with the Town of Sunnyvale and includes two projects: 1) Collins Road from Tripp Road to Town East Boulevard (\$450,000 in Regional Toll Revenue funding for engineering) and 2) Tripp Road from The Falls Drive to Belt Line Road (\$800,000 in Regional Toll Revenues funds for construction). He noted there is significant interest in this project because of maintenance and safety issues. The project will also be labeled with a COVID-19 inventory tag staff is using to track smaller projects to be recognized as part of the COVID-19 Infrastructure Program. For the third proposed partnership, the City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road. The project addresses two interchanges north of the International Inland Port of Dallas and would improve mobility in the area. The Texas Department of Transportation (TxDOT) is proposing Texas U-turns to help with intersection capacity. Staff is working closely with the district and proposes to fund the project with \$3.7 million of Congestion Mitigation and Air Quality Improvement Program funds (including a State match from TxDOT) with TxDOT funding the design of the project. This project will also be labeled with a COVID-19 inventory tag. A map of the proposed projects was highlighted. A motion was made to approve the partnerships outlined in Electronic Item 6 and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Curtistene McCowan (M); Therese Daniel (S). The motion passed unanimously.
7. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented information on the 2021 Unified Transportation Program and the Regional 10-Year Plan update. House Bill 20 requires that Metropolitan Planning Organizations (MPOs) develop 10-Year Plans using performance-based planning and project selection methods. This includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016 and has been updated each year. Since the last updated in September 2019, staff has been coordinating with the Texas Department of Transportation (TxDOT) in conjunction with the development of the 2021 Unified Transportation Program (UTP) to identify project updates. Initially, new projects were considered, but were unable to be added due to reduced revenue. Projects were scored by North Central Texas Council of Governments (NCTCOG) staff using the same methodology as in previous iterations, and a draft project listing was submitted to TxDOT by its January 31, 2020, deadline. More projects were submitted than the amount of money anticipated to be allocated since funding targets had not yet been received. Once the funding targets were received, staff financially constrained the listings to available funding resulting in the list proposed for approval in Electronic Item 7.1. In addition to developing the 2021 UTP, an update to the 2020 UTP was approved by the Texas Transportation Commission (TTC) on April 30, 2020, in order to fund

the IH 35 project in Austin. In order to fully fund the IH 35 project, the Texas Transportation Commission programmed Category 12 funds that otherwise could have been allocated to other regions in the state. This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region through the UTP. Existing projects were funded, but staff was unable to propose funding for new projects or cost overruns on existing projects. In addition, some previously unfunded projects from the previous 10-Year Plan could not be re-funded. Additional information about the project scoring process used for the Regional 10-Year Plan update was highlighted Electronic Item 7.2 and Electronic Item 7.3. Additional projects were received from TxDOT for inclusion in the Corridor Preservation Program, which consists of projects that may be added to the Regional 10-Year Plan for construction in the future and need a preliminary commitment in order to commence preconstruction activities, such as right-of-way acquisition, environmental, or engineering. Some of these projects have been brought in through the latest update, and some that were previously part of the listing are being proposed for construction funding through the latest update. A map identifying the proposed projects for the Regional 10-Year Plan was highlighted. During development of the Regional 10-Year Plan, staff created a set of principles by which to adhere: 1) projects should be included in Mobility 2045, 2) focus on system versus new, stand-alone projects, 3) fully fund existing projects before funding new projects, 4) ensure equity of county allocations, 5) reintroduce toll lanes/tolled managed lanes on selected corridors, 6) re-fund all RTC projects when possible (address in future 10-Year Plan update), 7) ensure all RTC projects are approved in 2021 UTP (including placeholders in Collin County), and 8) projects must be scored and should have a score sufficient to qualify for funding. Ms. Gotti noted staff will continue to finalize project selection/update efforts. In addition, once the TTC makes a decision on Category 12 funding, staff will likely come back to the Surface Transportation Technical Committee and RTC regarding the updates and any resulting shifts to project funding. A timeline for the effort was reviewed. It is anticipated that the TTC will approve the 2021 UTP in August 2020. B. Glen Whitley asked the status of the SH 360/SH 161 North Texas Tollway Authority (NTTA) project and if it should be included in the Regional 10-Year Plan. He also discussed the FM 730 project in Wise, Parker, and Tarrant counties that will relieve traffic from IH 35W, as well as improvements on IH 30 near Linkcrest Drive. Michael Morris noted the SH 360/SH 161 connection is an NTTA project and is not required to be included in the UTP. NTTA staff is sorting its priority projects and is expected to contact staff when it is ready to proceed. The associated projects along IH 20 have been left for TxDOT to manage. NCTCOG will work to advance both projects at the same time while NTTA focuses on the SH 360 and SH 161 connection. NCTCOG staff and TxDOT will work to complete improvements to IH 20 near the new Center Street bridge. Regarding the Tarrant/Wise county connection, there is not sufficient funding to allocate to the project. Staff will work with the RTC Chair and legislative subcommittee on how best to maintain the commitment to formula funds, but significant spade work remains for the project. Judge Whitley asked if the project could be placed in the Regional 10-Year Plan in case additional funding was received. Mr. Morris clarified that the project can only be included if it is funded. NCTCOG staff should ensure the project is being advanced in the Mobility Plan and associated air quality conformity. The IH 30 near Linkcrest Drive improvement is funded and moving towards implementation, and TxDOT Fort Worth is working on the environmental clearance. Rick Grady noted in the Regional 10-Year Plan document, widening of US 75 and use of the lanes in a different manner is defunded. He added, that from Collin County standpoint this roadway is the narrow end of a funnel and causes traffic gridlock for neighboring cities and counties. He requested that the project stay a priority for future funding. Mr. Morris noted the RTC has fully funded US 75 outside the 10-Year Plan with Surface Transportation Block Grant funds, and TxDOT has various designs for the project. Duncan Webb is working with

the congressional delegation for Collin County because under Section 166 of the US Transportation Code, the only way the project can be funded is to introduce a toll because of the previously funded high-occupancy vehicles (HOV) lane. The congressional delegation and TxDOT legislative division are working with Federal Highway Administration legal staff on a legislative solution. In the meantime, as part of the COVID 19 response, staff would like to get the project to construction. Duncan Webb noted the congressional delegation for Collin County continues to push that it would rather a law be passed to solve the issue on US 75. Mike Leyman asked if NTTA could provide any comment as it relates to the priority of the SH 360/SH 161 project and anticipated construction date. Mr. Morris noted NCTCOG staff will bring the request to NTTA and place the item on the July RTC meeting agenda. A motion was made to approve the Regional 10-Year Plan project listings provided in Electronic Item 7.1 and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

8. **Effect of COVID-19 Restrictions on Transportation and Economic Opportunities:**

Michael Morris provided an update regarding progress on the RTC4U information system. In addition, he noted a request for action would be presented for members regarding the North Tarrant Express (NTE)/SH 183 project. He also noted staff actions will be proposed for new items that are were not included previously on the agenda, but for which staff may proceed in the interim. Regional Transportation Council (RTC) ratification of staff actions will be requested at the July 9, 2020, meeting. Mr. Morris discussed the economic impacts of COVID-19 on State revenues and the effort to positively impact employment in the region by working to implement innovative projects. The Texas Comptroller has released interim results from April 2020. States sales tax revenue has decreased by 13 percent, motor vehicles sales and rental taxes by 38 percent, motor fuel taxes by 30 percent, oil production tax by 75 percent, and natural gas by 76 percent. It is anticipated that an updated report will be released in advance of the Texas Transportation Commission meeting in August that will show the impacts to the Unified Transportation Program. He noted this data creates the foundation for the importance of innovate projects. Mr. Morris also presented a funding backstop for RTC consideration. He discussed the North Tarrant Express/SH 183 project south of the Dallas Fort Worth International Airport project. With aviation demand down, it is a good opportunity to get the project to construction. The private-sector provider, Cintra, is in negotiations to advance the project. Staff proposed a \$3,000,000 financial backstop to give confidence to Cintra to begin engineering on Section 2E of the project. It is anticipated that the funding will be repaid to the RTC once the Texas Department of Transportation (TxDOT) formally requests Cintra to begin the design of the project in approximately 3-6 months. Since traditional revenue sources are expected to decrease, there is an opportunity to take advantage of anticipated construction price decreases. Approximately \$162 million in capacity improvements from Cintra for SH 183 are anticipated. The improvements will create a lane imbalance near the DFW Airport, and Cintra has proposed an additional \$860 million to fund Section 2E to balance lanes between SH 121 and SH 161. This project is similar to IH 35W 3C that was grandfathered in and able to be built. In addition, \$270 million is proposed for payment to TxDOT for lane balance improvements east of SH 161 for a total of \$1.3 billion in private sector funds to the region. Mr. Morris noted that he believed there is minimal risk to the financial backstop. Existing Attorney General support of the grandfathered language is helpful, and the project is expected to proceed. Mr. Morris also highlighted other candidate projects in the region that may provide economic opportunities in the COVID-19 environment, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental

document for high-speed technology between Dallas and Fort Worth. Efforts continue on the Virgin Hyperloop One Certification Center and a letter of support from the Governor is anticipated soon. Other candidate projects include autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and the Y Connector. He noted that related projects will be included in the COVID-19 #00X Program to track how the region moved forward with projects through innovation. The first four projects with COVID-19 inventory numbers include: 1) Loop 9 cost overrun, 2) IH 35E at Frankford Road, 3) IH 45 at Dowdy Ferry Road, and 4) Tripp Road. Mr. Morris also discussed an opportunity that staff learned of earlier in the week which contains a transportation component. The National Hockey League (NHL) is holding a competition for cities to host the National Hockey League Hub City Tournament. The Dallas Omi, American Airlines Center, and other facilities throughout the region would be used for lodging, practice, and other related activities. The NHL will be announcing its decision the week of June 22. Since transportation elements are needed as part of the bid to host the National Hockey League Hub City Tournament being submitted in the region, NCTCOG staff proposed a letter of support and financial commitment be provided. The purpose of the commitment is to aid the Dallas Stars and the region to be selected in one of the two host locations. This would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as the indirect benefit of aiding the Dallas-Fort Worth region in returning life closer to normalcy amidst COVID-19. Staff will respond by June 15 to allow local sponsors time to include the support in their bid. The Surface Transportation Technical Committee will be asked to endorse staff's action at its June 26 meeting and the RTC will be asked to ratify the position at its July 9 meeting. Mr. Morris also noted that some North Central Texas Council of Governments Air Quality staff are funded out of the Management and Operations Program. The transition between multiyear agreements with the Texas Department of Transportation was not completed in time. The issue is not related to funding, but to timing and cash flow. It is anticipated that the multiyear agreement will be completed in September. Staff action was proposed to advance \$300,000 in RTC Local funds in the interim, so that staff does not have to be furloughed. The Surface Transportation Technical Committee will be asked to endorse the action at its June 26 meeting and the RTC will be asked to ratify the action at its July 9 meeting. A motion was made to approve a \$3 million financial backstop to advance the next phase of the North Tarrant Express (NTE)/SH 183 project in Tarrant and Dallas counties. Clay Lewis Jenkins (M) Gary Fickes (S). Loyl Bussell and Ceason Clemens abstained from the vote. The motion passed unanimously.

9. **Mobility 2045 Update (High-Speed Rail Recommendations) and Metropolitan Transportation Plan Schedule (Postponed at the March 12, 2020, Meeting):** Kevin Feldt presented an overview of Mobility 2045 high-speed rail recommendations requested by Regional Transportation Council (RTC) Secretary Theresa Daniel previously. Various high-speed technology terminology were highlighted explaining the differences in speed and other aspects of conventional passenger rail, higher-speed rail, high-speed regional rail, and high-speed express rail. A comparison of high-speed rail and hyperloop, two of the technologies being investigated in the region, was highlighted. Hyperloop operation resembles on-demand transit service, with an anticipated headway of approximately 2 minutes. Other characteristics, such as top speeds, capacity, and cargo capabilities were presented. High-speed transportation projects included in Mobility 2045 were highlighted, which include three major projects: 1) the Fort Worth to Laredo High-Speed Transportation Study, 2) the Dallas-Fort Worth High-Speed Transportation Connections Study, and 3) the Dallas to Houston High-Speed-Rail Project. The Fort Worth to Laredo High-Speed Transportation Study is a bridge from the Tier 1 recommendations from the Texas-Oklahoma Passenger Rail Study conducted by the Texas Department of Transportation.

Staff reviewed corridors, technologies, and various modes of travel to ensure hyperloop technology was included in the analysis. The final report was submitted in March 2020. For the Dallas to Houston project, a recent public hearing was held at which a petition for rulemaking was granted for a Rule of Particular Applicability allowing Shinkansen N700 series trains to be implemented in the corridor. The Final Rule of Particular Applicability is anticipated later in 2020 in conjunction with the Environmental Impact Statement (EIS) Record of Decision. Regarding the Fort Worth to Dallas study, the procurement process has been completed and the study is currently underway. Phase one is the alternatives analysis in which staff will work closely with the consultant. Phase two is the environmental document in which focus will be on connecting with other high-speed projects and transportation access. Coordination with the Federal Railroad Administration and Federal Transit Administration will continue. Mr. Feldt also highlighted a map of high-speed transportation recommendations and potential efforts to extend projects outside of the region to connect to the north and east through Oklahoma City and Tulsa, to the south and east towards Shreveport and Texarkana, and also to Austin and San Antonio to the south. He also noted how the recommendations tie into the intercity passenger rail network vision for the United States.

Kevin Feldt also highlighted efforts to update Mobility 2045. Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and federal law requires the region must update its long-range transportation plan every four years. In addition, transportation conformity will expire November 21, 2022. North Central Texas Council of Governments (NCTCOG) staff plan to complete an update of Mobility 2045 in 2022. The update will incorporate the new Transportation Improvement Program. Coordination with partners began in March and will focus on project refinements. The horizon year will remain 2045, and the base year will move from 2018 to 2020. In addition, the update will incorporate revised 2045 demographics as well as a revised 2045 revenue forecast. Mr. Feldt discussed the Mobility Plan foundation and development, as well as the vision to improve the region's mobility today and tomorrow by embracing technology and innovation. Goals for the updated plan remain the same and include mobility, quality of life, system sustainability, and implementation categories. NCTCOG staff has begun identifying objectives for the update, as well as developing performance measures, setting targets and initiating coordination efforts. RTC action regarding the final document is anticipated in June 2022 with transportation conformity anticipated in November 2022. Staff will continue to provide updates to members. Michael Morris added staff will continue efforts to document performance measures that have improved and determine how post COVID-19 travel behaviors that brought about the positive outcomes can be encouraged including telecommuting and remote meetings. Mr. Feldt noted the intention is not to do a plan as usual. As additional data is received in the coming months, staff will have a better understanding of travel behavior and what policies and initiatives can be implemented to reduce automobile and truck traffic and how those initiatives can be implemented in the Mobility 2045 update.

10. **Election of Regional Transportation Council Officers:** Duncan Webb, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2020-2021 term: Chair Roger Harmon, County Judge, Johnson County; Vice Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; and Secretary Ann Zadeh, Councilmember, City of Fort Worth. A motion was made to approve the slate of officers recommended for the 2020-2021 term. Duncan Webb (M); Curtistene McCowan (S). The motion passed unanimously.

Barbara Odom Wesley noted that during the RTC Nominating Subcommittee deliberations, there were a couple of items that came up for which the RTC Bylaws were silent: 1) ability to recommended a member of the RTC Nominating Subcommittee to serve as an officer, and 2) ability of a previous RTC officer to be recommended to serve again. She suggested that these items be addressed by the RTC Bylaws Subcommittee. RTC Chair Andy Eads noted that the items will be added to the list of considerations to be discussed during the next review of the RTC Bylaws. Michael Morris noted the RTC Bylaws are silent on those issues so as not to restrict members of the Nominating Subcommittee. B. Glen Whitley suggested that this should be affirmed in the Bylaws.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 9, 2020.

The meeting adjourned at 2:50 pm.