

MINUTES

REGIONAL TRANSPORTATION COUNCIL June 14, 2018

The Regional Transportation Council (RTC) met on Thursday, June 14, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Jerry A. Nickerson (representing Richard E. Aubin), Sue S. Bauman, Mohammed "Mo" Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Amanda Au, Dennis Auldridge, Greg Baker, John Baker, Melissa Baker, Berrien Barks, Tara Bassler, George Behmanesh, Natalie Bettger, Jonathan Blackman, Alberta Blair, Deby Bobbitt, Ron Brown, Pamela Burns, Marrk Callier, Angie Carson, Sarah Chadderdon, Derek Cheatham, Misty Christian, Lori Clark, Michael Copeland, Hal Cranor, Brian Crooks, Bryan Danielsen, Clarence Daugherty, Shelley Davis, Heather DeLapp, Gordon Dickson, Jory Dille, Traci Enna, Ann Foss, Ryan Garcia, Matt Geske, Dorothy Gilliam, Bob Golden, Christie Gotti, Clint Hail, Linda Harper Brown, Victor Henderson, Rebekah Hernandez, Philip Hiatt Haigh, Robert Hinkle, Kristina Holcomb, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Tim James, Dan Kessler, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, Rich Larkins, Lam Le, April Leger, Ray Leszcynski, Alonzo Liñán, Eron Linn, Brittany Little, Ramiro Lopez, Paul Luedtke, Kate Marshall, Curtistene McCowan, Audrey Miranda, Mindy Mize, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Archie Nettles, Markus Neubauer, John Nguyen, Than Nguyen, Mickey Nowell, Timothy O'Leary, Nick Page, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Tito Rodriguez, Mike Rogers, Greg Royster, Devin Sanders, Russell Schaffner, Jody Short, Ron Smith, Tom Stallings, Gerald Sturdivant, Vic Suhm, Mike Taylor, Marian Thompson, Jonathan Toffer, Lauren Trimble, Pamela Tyll Radisek, Dan Vedral, Mitzi Ward, Matthew Whelam, Amanda Wilson, Miles Wilson, Jing Xu, and Susan Young.

1. **Approval of May 10, 2018, Minutes:** The minutes of the May 10, 2018, meeting were approved as submitted in Reference Item 1.

Michael Cantrell (M); Brian Byrd (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda.

- 2.1. **Traffic Signal Data Sharing and 511DFW/Waze Grant Program (Round 2) Awards:** Regional Transportation Council approval was requested for the second round of Traffic Signal Data Sharing and 511DFW/Waze Grant Program awards. The previously approved evaluation criteria for the programs were provided in Electronic Item 2.1.1 and Electronic Item 2.1.2. Applicants for the 511DFW/Waze Grant Program and the recommended awards were provided in Electronic Item 2.1.3. Applicants for the Traffic Signal Data Sharing Grant Program and the recommended awards were provided in Electronic Item 2.1.4.

2.2 Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: Regional Transportation Council approval was requested for funding recommendations for the first round of the Clean Fleets North Texas 2018 Call for Projects. An overview of the call for projects was provided in Electronic Item 2.2.1. Additional details on recommended projects were provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. Scott Mahaffey (M); Jungus Jordan (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Mike Taylor, Douglas Athas, and Kelly Selman for their years of service on the Regional Transportation Council (RTC). In addition, Mr. Morris thanked members who recently attended events representing the Regional Transportation Council. He noted Mo Bur is the new District Engineer for the Texas Department of Transportation Dallas District. In addition, he discussed a recent visit to the full scale hyperloop test track and meeting with developers. At the July meeting, staff will present information on the role of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas, as well as addition of the technologies to the work scope for the corridor from Fort Worth to Laredo. He also noted that Texas Central Partners has contacted staff to evaluate options for extending its train for the one seat ride as it goes to Arlington and Fort Worth. Mr. Morris noted that the Texas Transportation Commission (TTC) approved IH 635 East and the funding sources at its May meeting. In addition, an Infrastructure for Rebuilding America grant has been awarded to IH 35W 3C. The 2019 Unified Transportation Program (UTP) and update to the Regional 10-Year Plan were discussed. North Central Texas Council of Governments staff are working with the TTC to determine which projects the TTC will propose for Category 12 funds to the region. Staff will also review cash flow of Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Category 2 funds. There may also be new funds in the UTP. Staff will confirm that formula allocations are used by the TTC. A minimum amount of new projects is anticipated, with funding being used on current commitments to move projects to implementation. The current publication of Progress North Texas was distributed to members at the meeting, and additional copies were available upon request. Current air quality funding opportunities were provided in Electronic Item 3.1. Information on Clean Air Action Day, June 22, 2018, was provided in Electronic Item 3.2. Dallas-Fort Worth Clean Cities Events were provided in Electronic Item 3.3, and an ozone season update was provided in Electronic Item 3.4. May public meeting minutes were provided in Electronic Item 3.5, the Public Comments Report in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, and recent news articles in Electronic Item 3.8. Electronic Item 3.9 included recent press releases, and Transportation partner progress reports were distributed at the meeting.
4. **Approval of Mobility 2045 and Associated Transportation Conformity:** Kevin Feldt presented final recommendations for Mobility 2045. He noted the Mobility Plan document and recommendations were available at www.nctcog.org/Mobility_2045. Development of recommendations involved reviewing options to maximize the existing system, as well as options for strategic infrastructure investments such as rail, bus, managed lanes, freeways, tollways, and arterials within the region. Mobility 2045 estimated expenditures total approximately \$135.4 billion, which matches the anticipated revenue for the duration of the Plan. He noted recommendations for transit corridors, the regional veloweb, major roadways, and roadway corridors for future evaluation remain unchanged since last presented. Partner comments have been received for regionally significant arterial

improvements. As a result, updates have been made to the arterial improvement recommendations for the City of Rowlett and City of Richardson. Mr. Feldt highlighted new policy initiatives included in Mobility 2045 recommendations. These include performance based planning targets that are a federal requirement: safety, transit asset management, non-single occupancy vehicle mode shares, emission reduction, and congestion/reliability. In addition, the Toll Managed Lane System policy is also included in recommendations. Environmental Justice analysis results were also highlighted. Analysis of job access by auto and transit for both protected and non-protected populations were completed and demonstrate protected populations are not adversely or disproportionately impacted by the recommendations. A copy of a resolution adopting Mobility 2045 and the corresponding 2018 Transportation Conformity results was provided in Electronic Item 4.1. Final recommendations were summarized in Electronic Item 4.2.

Jenny Narvaez presented the 2018 Transportation Conformity analysis for Mobility 2045 and the Transportation Improvement Program for both the 2008 and 2015 8-hour ozone standards. Since the last meeting, the 2015 8-hour ozone National Ambient Air Quality Standards designations for the region were published in the Federal Register. Mobility 2045 recommendations are tested against Motor Vehicle Emission Budgets established for the region. Results for the 9- and 10-county nonattainment areas were highlighted and indicate that the region is passing for both nitrogen oxides and volatile organic compound emissions. The schedule for this effort was reviewed. If approved, the air quality conformity consultation process will begin with a United States Department of Transportation determination anticipated by November 2018. The Transportation Conformity document was available for review in Electronic Item 4.3.

Sandy Greyson noted that in January and May, she requested mode share targets from staff but received the comments the day prior to the meeting and noted it would have been more helpful to receive the information earlier. Mr. Feldt apologized for the delay in forwarding responses to comments received. Michael Morris noted staff was asked to send the information to Ms. Greyson and the Dallas Area Rapid Transit. He discussed the role of transit mode share, as well as the pedestrian component and the inclusion of these policies in Mobility 2045 recommendations. He added this is a federally required performance based planning target that will be discussed by the Regional Transportation Council in the future. Examples were highlighted. A motion was made to approve Regional Transportation Council resolution R18-03 adopting Mobility 2045 and provided in Electronic Item 4.1 and the 2018 Transportation Conformity analysis results. Carol Bush noted Ellis County is supportive of Mobility 2045 with the exception of the inclusion of the Dallas to Houston corridor for high-speed rail. Chair Rob Franke noted the letter from Ellis County would be included in the official comment record for Mobility 2045. Mike Cantrell (M); Gary Fickes (S). The motion passed unanimously.

5. **Advanced Transportation and Congestion Management Deployment Initiative Grant Program:** Natalie Bettger presented a recommendation for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program regional application. A total of \$60 million is available for five to ten awards of up to \$12 million each. This is an annual program that began in 2016 and extends through 2020. Funding is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment with a minimum 50 percent non-federal cost share requirement. Applications are due June 18, 2018. The Notice of Funding Opportunity was provided in Electronic Item 5.1, and additional details of the program and eligible uses of funds were detailed in Electronic Item 5.2. Funds can be used for various

items ranging from traffic related information, transit information, connected vehicles, electronic payment, mobility on demand, and others. Program focus areas include multimodal integrated corridor management, connected vehicle technologies at intersections, unified fare collection, improvement of the freight community system, technologies that support connected communities, infrastructure maintenance/monitoring/condition assessment, and rural technology deployment. In 2016, both the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation submitted a project. NCTCOG's project focused on wrong way drivers, traffic signals, ramp meters, and low-water crossings, but was not selected. The history of other past applications was highlighted. Staff proposed that for 2018, a Next Generation Platform for Regional Multimodal Transportation Management project be submitted. The goal is to bring all of the transportation data silos together to better operate as a system. Data elements and modes proposed to be included in the application were outlined and included: arterials (traffic signals, construction, low water crossings, grade crossing, routes, etc.), freeway/toll road/managed lanes (operations, construction, auto occupancy detection, routes, etc.), transit (real-time status, signal priority, smart shelters, mobility on demand), bike/pedestrian (detection, cycle tracks, classification of facility purpose, textured pavements, etc.), freight (parking and routes), vehicle emissions monitoring, and connected/autonomous vehicles. Ms. Bettger presented an overview of the proposed project. The goal is creation of a data/information hub to integrate various modes and data elements to facilitate the sharing of information with partner agencies to better operate the transportation system. Necessary elements will include establishing new processes, standards, and policies. In addition, integration of existing data and new software/data will be necessary. A component that goes along with the data hub is hardware deployment for entities to upgrade systems that cannot currently provide data to the regional hub. The last component focuses on test corridors. Pilot corridors will be identified as part of the project to test proof of concept for new technologies to determine which technologies may be applicable in the region. The proposed application will request \$10 million. Additional funding will include approximately \$20 million in Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds and approximately \$20 million in Local Initiative Project funds as the non-federal cost share. This size of project will allow the region to implement a larger project that sets the region forward to be prepared for future technology improvement deployments. A timeline for the effort was reviewed. She noted that letters of support have been received for the project. In addition, NCTCOG released a Request for Partners on June 1 to solicit participation interest from private-sector and research partners. Letters of support were also provided to entities for non-RTC projects. A motion was made to approve the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and to permit the North Central Texas Council of Governments to provide letters of support to other entities for non-Regional Transportation Council projects. Jungus Jordan (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

6. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**: Christie Gotti presented the proposed projects to be funded through the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that Round 3 of this funding program is being developed. The status of the 11 CMAQ/STBG funding programs were highlighted. The goal of the Strategic Partnerships Program effort is to identify projects that partner with multiple local agencies and/or the Texas Department of Transportation (TxDOT) and that help fund high-priority projects, leverage local and State funds, and advance project development.

Details of the proposed funding was highlighted and it was noted that most of the projects have a significant local cost share. The list of projects and funding details were provided in Electronic Item 6.1. Ms. Gotti noted that two projects have less local share: 1) Meandering Road, and 2) the Veterans Administration Hospital project. These projects are of strategic importance to the region. As a result, staff proposed Transportation Development Credits as the local match for the Meandering Road project and a State match for the Veterans Administration Hospital project. The timeline for the effort was reviewed. Details of the funding program were provided in Electronic Item 6.2. Ms. Gotti noted that no comments were received on the projects during the public involvement process. A motion was made to approve the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships Program (Round 2), provided in Electronic Item 5.1. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other documents such as the Unified Planning Work Program to incorporate the changes. Jungus Jordan (M); Katherine Wilemon (S). The motion passed unanimously.

7. **Recent Transportation Project Progress:** Michael Morris provided an update on recent progress in advancing roadway projects within the region and presented a request for action related to the SH 360/Trinity Blvd. project. In addition, he highlighted Reference Item 7, distributed at the meeting. The correspondence from the group Metro 8 to the Governor of Texas requests that additional tools be put into place and that the current tools such as tolled managed lanes be reaffirmed as the regions across the state work to keep up with growth. Regarding other recent progress, negotiations are moving forward on IH 35W 3C and an Infrastructure for Rebuilding America grant was awarded for the project. The DFW Connector at IH 635 projects are proceeding to construction. Funding for SH 183 managed lanes has been reprioritized to three non-tolled interchanges at SH 183 and Loop 12, SH 114 and Loop 12, and SH 114 and SH 183. Staff will be working to update the funding changes in the 2019 Unified Transportation Program. On May 24, the Texas Transportation Commission unanimously approved the IH 635 East project moved forward to a Request for Qualifications. In addition, SH 360 has opened and the City of Fort Worth Bond Program has been approved. Also, Collin County will request its voters consider a \$750 million Bond Program in the fall. Mr. Morris noted that the requested action is for funding of ramp/intersection/signal improvements at SH 360 and Trinity Blvd. American Airlines has hired consultants and is looking at improvements that are needed at its new headquarters location. A total of \$7 million is requested (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds). Improvements must be operational in advance of the opening of the new headquarters so federal funds were not able to be used on this project. A motion was made to approve \$7 million (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds) to be used for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. Oscar Ward (M); Andy Eads (S). The motion passed unanimously.
8. **Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7 Funds:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects. A copy of the Attorney General opinion was provided in Electronic Item 8. On May 7, 2018, the Texas Attorney General issued an opinion requested by Representative Joseph Pickett that was triggered by the Texas Transportation Commission's consideration of Proposition 1 or Proposition 7 funds on a potential project in Austin. The focus of the opinion relates to constitutional restrictions on Proposition 1 and Proposition 7 funds. Regarding Proposition 1 article III, section 49-g(c) of the Texas Constitution states that "...revenue transferred to the state highway fund under

this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads.” Similarly, article VIII, section 7-c(c) of the Texas Constitution states that “money deposited in the state highway funds under this section may on be appropriated to construct, maintain, or acquire right-of-way for public roadways other than toll roads or repay the principal or interest of general obligation bonds...” The Attorney General opinion was clear that Proposition 1 and Proposition 7 funds cannot be used to fund any toll roads. In addition, the Texas Transportation Commission may not co-mingle Proposition 1 or Proposition 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required. The opinion went into some detail that indicates the Texas Department of Transportation potentially has the ability to segregate the costs, but that it is beyond the Attorney General opinion to make that determination. Finally, absent a definition of “toll road,” the Attorney General was unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects. Mr. Kirkpatrick noted that the primary legal implication to transportation of the opinion is that the Texas Legislature can be anticipated to move to define the term “toll road” so that the courts can more clearly construe the constitutional restrictions for Proposition 1 and Proposition 7 funds. It will be important for the RTC to monitor this topic so that defining the term “toll road” does not have unintended consequences to the region. Jungus Jordan discussed the priorities in Proposition 1 and Proposition 7 to pay the debt service for other items such as Proposition 12 and Proposition 14. He asked if staff were aware of any related regional implications. Michael Morris noted that staff was not aware of any legal implications regarding debt service payments. He discussed tolled managed lanes in the region and that this will be an important topic on which to spend time with State legislators prior to the upcoming legislative session.

9. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:**

Jeff Neal presented an overview of the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program, which is the replacement of the Transportation Investment Generating Economic Recovery (TIGER) program. Details of the \$1.5 billion grant program were included in the Notice of Funding Opportunity provided in Electronic Item 9.1. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. He noted that the grant addresses the need for geographic diversity so no more than \$150 million will be awarded to a single state and at least 30 percent of funding will be designated for rural areas. The application submittal deadline is July 19, 2018, and projects will be announced December 18, 2018. Details of funding obligation and expenditure deadlines were also highlighted. It was noted that an entity must demonstrate the ability to complete environmental clearance design and right-of-way acquisition for the project being submitted. While the obligation deadline is September 30, 2020, the United States Department of Transportation (US DOT) has recommended that projects that show an ability to have items completed by June 30, 2020. The maximum cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal noted that an important aspect of the program is the consideration of the ability for a project to generate new non-federal revenue such as asset recycling, tolls, tax increment financing districts, sales or gas tax increases, new bond programs. He noted that while bond program funds can be used as an additional cost sharing mechanism, in this round the bond program funds could not be used as an item that would be classified as new non-federal revenue. In addition, if the revenue is generated through a program of projects applicants may exceed the three application limit and provide multiple applications for each project within the program of projects. Mr. Neal also highlighted the merit criteria evaluation which included safety, state of good repair, project readiness, benefit-cost analysis, and others. In addition, the

methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities. Mr. Neal also noted that entities requesting letters of support have a deadline of June 29, 2018. A list of recent North Central Texas Council of Governments projects submitted for previous US DOT discretionary grant programs was provided in Electronic Item 9.2. Candidate projects for the BUILD grant application included: 1) IH 635 East, 2) Trinity Railway Express double tracking/multimodal connectivity enhancements, and 3) Alliance Texas/Haslet accessibility improvements. Lee M. Kleinman noted the projects recommended for the program seem to have much higher costs than the BUILD funding criteria. Michael Morris noted that the Infrastructure for Rebuilding America grant for IH 635 East was supplemental so there is no funding gap for the project. The award of grant funding could be substituted for a portion of the \$150 million in potential toll revenue from the project. The Trinity Railway Express project is multimodal and includes many other funders. The Alliance Texas/Haslet accessibility improvements project involves Haslet and the funding from a recent City of Fort Worth Bond program to an adjacent street segment (Avondale Haslet Road).

10. **Bicycle Opinion Survey:** Karla Weaver presented an overview of the results of the 2017 bicycle opinion survey. In 2017, a consultant was hired to conduct a statistically valid survey of residents within the Dallas-Fort Worth region regarding bicycling. As part of Mobility 2045, the regional veloweb was adopted and includes over 1,800 miles of trails that connect communities, cities, and counties. When local trails and on-street trails are added, the system includes over 7,000 miles of network. The survey was conducted in the spring by telephone in English and Spanish and included nearly 2,000 respondents. Questions asked to everyone captured the general public's view on the frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort, and helmet use, and others. Regarding frequency, 36 percent of all respondents bicycled at least once during the previous 12 months and did so most of the year. Data is available in a variety of demographic breakouts. Of all the respondents, 55 percent said they would like to travel more by bicycle than they did at the time of the survey. The top obstacles to bicycling more often included lack of secure bike parking, lack of connectivity, lack of bicycle facilities, lack of end of trip facilities with no place to freshen up, and others. Regarding proximity to a bicycle facility and the influence to bicycle use, 34 percent of those who lived more than one-half mile of a trail or bikeway bicycled in the past 12 months. However, approximately 45 percent of those who lived less than one-half mile of a trail or bikeway bicycled in the past 12 months. When asked if there were too many, the right amount, or too few bicycle facilities in respondent's communities, the majority of respondents rated the amount as too few regardless of the type of facility. Regarding level of comfort in various bicycle facility types, 85 percent indicated they would feel comfortable on a shared use path off the street. However, when asked about a major street, only 9 percent felt comfortable. When asked the question on the same street but with a striped lane or separated barrier, comfort levels increased significantly to 60 percent. Ms. Weaver noted that as entities are reviewing their bicycle systems, programs, and types of infrastructure the data will be a valuable resource. Data can be sorted by a variety of categories and is available to entities. Key findings, as well as a final report and executive summary are available at www.nctcog.org/bikesurvey. Details were also provided in Electronic Item 10. Brian Byrd asked about the survey question related to the amount of available bicycle facilities and if the question was asked to all respondents or only those who have bicycled recently. Ms. Weaver noted that the question about the availability of bicycle facilities was asked of all respondents of which 63 percent said there were not enough bicycle-friendly streets.

11. **Election of Regional Transportation Council Officers:** Kathryn Wilemon, Chair of the Regional Transportation Council Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2018-2019 term: Chair Gary Fickes, Commissioner, Tarrant County; Vice Chair Andy Eads, Commissioner, Denton County; and Secretary Roger Harmon, County Judge, Johnson County. A motion was made to approve the slate of officers recommended for the 2018-2019 term. Kathryn Wilemon (M); Charles Emery (S). The motion passed unanimously.
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 Thursday, July 12, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.