

MINUTES

REGIONAL TRANSPORTATION COUNCIL

The Regional Transportation Council (RTC) met on Thursday, January 11, 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: Douglas Athas, Tennell Atkins, Sara Bagheri, Sue S. Bauman, 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, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Lee M. Kleinman), Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing 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, David S. Arbukle, Greg Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Natalie Bettger, Alberta Blair, David Boski, Bob Brown, Ron Brown, Brian Byrd, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sara Chadderdon, Maribel P. Chavez, Jim Cline, John Cordary, Hal Cranor, Brian Crooks, Mike Curtis, Clarence Daugherty, Shelley Davis, Inga Dedow, Kim Diederich, Chris Dyser, Chad Edwards, Traci Enna, Kevin Feldt, Rhiannon Friedman, Keineth Fuller, Mike Galizio, Matt Gauntt, Bob Golden, Christie Gotti, Jim Griffin, Clifton Hall, Scott Hall, Jena Harson, Tony Hartzel, Beckie Hayes, Victor Henderson, Rebekah Hernandez, Philip Hiatthaigh, Robert Hinkle, Ronisha Hodge, Jodi Hodges, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Yanesh Jarmarwala, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Erik Kreiner, Rick L'Amie, April Leger, Ray Leszcency, Travis Liska, Ramiro Lopez, Paul Luedtke, Barbara C. Maley, Norman Marquart, Kate Marshall, Allysha Mason, Michael Medina, Keith Melton, Cliff Miller, Cesar Molina, Amy Moore, Michael Morris, Gina Nash, Ron Natinsky, Mark Nelson, Markus Neubauer, John Nguyen, Mickey Nowell, Jeff Owings, Chris Paris, Jamie Patel, Greg Peters, Johan Petterson, Scott Polikov, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout Johnson, Bill Riley, Christina Roach, Gary Roden, Tito Rodriguez, Moosa Saghian, Steve Salin, Bryan Sherrieb, Walter Shumac, Randy Skinner, Jerry Smiley, David L. Smith, Joe Smolinski, Imelda Speck, Tom Stallings, Shannon Stevenson, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Lyndia Thomas, Jonathan Toffer, Francisco Torres, Lauren Trimble, Gregory Van Nieuwenhuize, Dan Vedral, Mitzi Ward, Karla Weaver, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Sarah Wraight, and Ed Wueste.

1. **Approval of December 14, 2017, Minutes:** The minutes of the December 14, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of February 2018 revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, was requested. The modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the item on the Consent Agenda. Gary Fickes (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that Barbara Maley, Federal Highway Administration (FHWA), and Ronisha Hodge, Federal Transit Administration (FTA), would be presenting the findings of the Metropolitan Planning Organization (MPO) Federal Certification Review for the Dallas-Fort Worth-Arlington, Lewisville-Denton, and McKinney urbanized areas. He also noted that members would begin to see more electronic items provided as part of the Regional Transportation Council (RTC) meeting mail out material. Any members with concerns were encouraged to contact staff. In addition, RTC member attendance at the January 25 Texas Transportation Commission meeting was discussed. The draft Environmental Impact Statement on high-speed rail from Dallas to Houston was noted. Public hearings in the region are scheduled in Dallas County on January 29 and in Ellis County on January 30. In addition, efforts are continuing for high-speed rail from Fort Worth to Dallas and Fort Worth to Laredo. Mr. Morris noted that staff will submit an application to the FHWA Resilience and Durability to Extreme Weather Pilot Program. Details were provided in Electronic Item 3.1. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and Dallas-Fort Worth Clean Cities events were highlighted in Electronic Item 3.3. An Alternative Fuel Corridor update was provided in Electronic Item 3.4. Details regarding a Volkswagen Settlement Workshop in Austin on January 17 were provided in Electronic Item 3.5. Mr. Morris noted the United States Environmental Protection Agency has proposed the existing 10-county air quality nonattainment area for the revised 2015 National Ambient Air Quality Standards for Ozone. A copy of the correspondence was provided in Electronic Item 3.6. December public meeting minutes were provided in Electronic Item 3.7. The January public meeting notice was provided in Electronic Item 3.8, and the public comments report was provided in Electronic Item 3.9. Recent correspondence was provided in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting. Mike Taylor noted many times there are items presented at the meetings that RTC members have not seen. He indicated that he would like for those items to be automatically sent to members immediately after the meeting. Mr. Morris noted staff's intent is to provide many of the presentations as part of the meeting mail out material. Moving forward, presentations will be provided to members either the morning before the meeting or directly following the meeting.

4. **Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization Federal Certification Review:** Ronisha Hodge, Federal Transit Administration (FTA), Region VI presented an overview of the Dallas-Fort Worth-Arlington, Lewisville-Denton, and McKinney Transportation Management Area (TMA) Planning Certification Review. Federal regulations require that the Federal Highway Administration (FHWA) and FTA jointly certify the metropolitan transportation planning process and TMAs. In general, the review consists of a site visit, review of planning products prior to and during the site visit, public input, and preparation of the Certification Review report that summarizes the review and offers findings. Formal checkpoints were highlighted and include review of the Unified Planning Work Program, Metropolitan Transportation Plan, Statewide Transportation Improvement Program, and air quality conformity determinations. Less formal contacts include meetings, WebEx, conference calls, emails, and others. The review focuses on compliance with federal regulations. In addition, challenges, successes, and experiences are considered. Input is also solicited from the Texas Department of Transportation and transit operators. FHWA and FTA reviewers jointly prepare certification reports to document the results of the review process. The findings of the Certification Review report are based upon cumulative findings of the entire review effort expressed as commendations, recommendations, and findings. During the June 13-15, 2017, review, FHWA and FTA staffs conducted a site visit and received elected official input. Public

comments were then solicited. In summary, Ms. Hodge noted that based upon the 2017 review, FHWA and FTA have determined the 3-C metropolitan transportation planning process satisfies the provisions of the federal regulations (23 USC 134 and 49 USC 1607) and certifies the Dallas-Fort Worth metropolitan transportation planning process.

Barbara Maley, FHWA, Texas Division provided information regarding the specific actions of the Certification Review report. No corrective actions that the Metropolitan Planning Organization must take to comply with federal regulations were found. Recommendations that warrant attention were found for ten items and were related to the list of obligated projects, freight, and transportation safety. A total of 24 commendations were found covering a variety of topics including civil rights, Title VI, environmental mitigation, non-motorized planning, congestion management, and others. Finally, two observations were found related to consultation/coordination and travel demand forecasting. Correspondence documenting the overall findings of the Certification Review was provided in Electronic Item 4.1. A copy of the final 2017 Federal Certification Review report was provided in Electronic Item 4.2. Ms. Maley thanked North Central Texas Council of Governments staff and Regional Transportation Council members for their efforts during the review process.

5. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Adam Beckom presented final recommendations for projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of other programs in this effort were highlighted. The goal of the Federal/Local Funding Exchanges Program is to increase regional revenues through the exchange of federal funds and local funding. The effort establishes Phase 3 of the Regional Transportation Council (RTC)/Local Program. Proposed projects were evaluated based on the federal/local exchange, as well as the RTC goals to increase capacity of the transportation system, improve safety, reduce emissions, and add modes of travel. Projects were also evaluated based on the amount of local funds to be collected over time and the timeframe in which local funds would be received. Four projects were recommended for funding: 1) Glade Road in partnership with the Dallas Fort Worth International Airport; \$5.08 million federal in exchange for \$5.08 million local, 2) the Trinity Railway Express (TRE) Local Swap; \$3.4 million federal in exchange for \$1.68 million local over three years (approximately \$560,000 annually), 3) FM 148 in partnership with the City of Terrell; \$8.6 million federal in exchange for \$6.67 million local over 15 years through Terrell's pass-through finance agreement with the Texas Department of Transportation, and 4) Broadway Avenue in Haltom City; \$5.9 million federal in exchange for \$5.9 million local over ten years. Proposed funding totals approximately \$23 million in federal funds in exchange for approximately \$19 million in local funds to the region. Details on the funding exchanges were provided in Reference Item 5.1 and for the overall funding program in Electronic Item 5.2. Mr. Beckom noted that staff proposed to use Transportation Development Credits in lieu of a local match, where possible, in order to maximize the amount of local funds to the region. Funds will not be added to the Transportation Improvement Program until an agreement is executed with agencies. The schedule for this effort was reviewed. As the fiduciary agent to receive funds, the North Central Texas Council of Governments Executive Board will be asked to approve projects at its January 25 meeting. A motion was made to approve the proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG Federal/Local Funding Exchanges Program in Reference Item 5.1. Action also included approval for staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Mike Taylor (M); Kathryn Wilemon (S). The motion passed unanimously.

6. **Equitable Transit Access:** Michael Morris presented a proposal to work with transportation authorities, local governments, Workforce Development boards, and social service organizations to provide transit accessibility to people in need. Several organizations and Regional Transportation Council (RTC) members have requested that the RTC consider developing a program to provide equitable access to the transit system for those experiencing financial hardships. Mr. Morris noted that the North Central Texas Council of Governments is the lead agency in developing Access North Texas for the 16-county region. This plan outlines strategies to address needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community. Staff proposed approval of \$1 million as an incentive for entities to create a partnership to develop sustainable, long-term revenue to provide access to work, job training, and other related activities. The goal would be for public and private-sector entities to provide matching funds and design the program. The source of funds is yet to be determined and additional details will be brought back to the Council for approval. A motion was made to approve \$1 million to initiate a partnership with transportation authorities, local governments, social service agencies, and others to provide financial assistance to improve access to transit for work, medical appointments, educations, and other needs. Clay Lewis Jenkins (M); Ann Zadeh (S). The motion passed unanimously.
7. **General Motors:** Michael Morris presented a proposed process to engage public and private-sector parties to advance a test track for next generation people mover systems. The Regional Transportation Council (RTC) will be asked to reaffirm its position on the test track, which could potentially be used for the next generation people mover system technology. Negotiations have begun and a partnership has been established with the City of Arlington. Commissioner Victor Vandergriff, Texas Transportation Commission, has been asked to determine the Texas Department of Transportation's (TxDOT) interest in the project. An aerial image of the General Motors (GM) facility in Arlington was shown. This GM assembly plant is the only facility that does not have the ability for its vehicles to be loaded directly onto rail. A test track for people mover technology at the GM facility is desirable because it could later be used by GM to move its vehicles directly to rail. In initial meetings with GM, an autonomous vehicle option was discussed. In addition, a new warehouse facility being constructed at the location of the previous Six Flags Mall will house parts that will be delivered to the GM assembly plant. People mover technology may be an option to also deliver the parts to the GM facility. A conceptual design has been developed to minimize the impact on Union Pacific Railroad and TxDOT. Reaffirming the RTC's position on the test track will allow staff to move forward with the development of a financial partnership among GM, TxDOT, local governments, the Governor's office, and the RTC. A motion was made to reaffirm the Regional Transportation Council's support for a preliminary partnership to advance test track options near the General Motors facility for the next generation of people mover systems. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
8. **Early Successes in Implementing the Collin County Action Plan:** Michael Morris presented the latest efforts to implement the Collin County Action Plan. Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs were asked to work as an integrated team to advance transportation in Collin County. The original roadway action plan for Collin County was highlighted. TxDOT staff is focused on US 75 and US 380. NCTCOG staff is focused on north/south projects and the Collin County Outer Loop. The NCTCOG Executive Board recently approved the next phase of environmental work on the Collin County Outer Loop in the area between the proposed Dallas North Tollway extension and US 75. Meetings with congressional staff to advance legislation to implement technology lanes on US 75 have been held. The proposed Lake Corridor Freeway alignment will be removed from the action plan because there is not

consensus. Staff will continue planning efforts on this alignment and other north/south alignments in the eastern portion of Collin County through the Mobility Plan. Mr. Morris highlighted the Merritt Road/Woodbridge Parkway project from SH 190/President George Bush Turnpike to Parker Road/FM 2514. The effort is to eliminate an offset intersection at a thoroughfare street called Sachse Road from which there were three fatalities last year. Staff has worked in partnership with Dallas County, Collin County, the City of Sachse, and the Texas Department of Transportation. Instead of the City of Sachse proceeding with an interim solution, staff proposed to develop a partnership to build the appropriate project. Approximately \$20 million is needed for improvements to upgrade the Merritt Road section of the project to a four-lane, divided roadway in order to avoid a throw away project and as a commitment to the City. This initial commitment will allow staff to develop a cost/revenue matrix, with the details brought back for approval through the Transportation Improvement Program. A motion was made to approve approximately \$20 million for a funding partnership among Dallas County, Collin County, the City of Sacshe, the Texas Department of Transportation, and the Regional Transportation Council for improvements to Merritt Road/Woodbridge Parkway project from SH 190/President George Bush Turnpike to Parker Road/FM 2514. Duncan Webb (M); Mike Cantrell (S). The motion passed unanimously.

9. **"Big Projects:" IH 635 East Update, IH 35W 3C Update, and Communication Program with the Texas Legislature:**

Michael Morris provided an update on IH 635 East, IH 35W 3C, and "Big Projects" in the State of Texas. Regarding IH 35W 3C, the Texas Department of Transportation (TxDOT) is in negotiations with the private-sector developer through an existing contract. Previously, it was believed the project was ready to proceed, so the Regional Transportation Council (RTC) moved \$150 million off of the IH 35W 3C project onto IH 820. To change course at this time, a considerable amount of money would need to be un-funded in order to proceed with a different approach for the project. The private-sector concessionaire has already bid on the project. There is a \$10 million cost for associated paperwork/project development costs. TxDOT has offered to pay \$5 million of these costs, and North Central Texas Council of Governments (NCTCOG) staff proposed that the RTC pay the other \$5 million as a contingency. The funds may not be needed, but staff believes this would send a positive statement by the RTC that it would like to see IH 35W 3C tolled managed lanes advance as originally conceived. Next, Mr. Morris provided an overview of the latest efforts related to IH 635 East. He noted correspondence to the Lieutenant Governor, Texas Transportation Commission, and legislative delegation transmitted as follow up to the December 2017 RTC meeting, provided in Electronic Item 9. In addition, a news article in Houston has been written in support of tolled managed lanes and will be provided to members by email following the meeting. NCTCOG staff has been working with TxDOT to have the IH 635 East project placed on the January 25, 2018, Texas Transportation Commission (TTC) meeting agenda. Members were encouraged to attend. He discussed a request from the December RTC meeting to produce a simulation of "no tolls" in the region to demonstrate the negative impact to the transportation system and presented the results. Vehicle-hours of travel, average speed, vehicle-hours spent in delay, and the annual cost of congestion were compared for Mobility 2040 and Mobility 2040 without tolled facilities. As expected, the magnitude of impact to the transportation system without tolled facilities is significant. Vehicle-hours traveled would increase 79 percent, average speed would decrease 44 percent, vehicle-hours of delay would increase 206 percent, and the cost of congestion would increase 206 percent annually. The scenario presented includes the removal of toll roads and tolled managed lanes. In addition, Mr. Morris presented a graphic developed using navigational data to compare the population and congestion levels of the Dallas-Fort Worth region to Austin, Houston, and San Antonio. A staff memo regarding this data will be provided to members following the meeting. Despite an increase in population of over 600,000, the Dallas-Fort Worth region is not experiencing

an increase in delays. The other regions have experienced increases in delays, despite where or not their populations are growing. This data, along with the "no toll" scenario shows the significant increases in mobility as a result of using tolled components. Mr. Morris requested that interested RTC members attend the January 25 TTC meeting in support of the IH 635 East project proceeding to procurement and proposed that RTC approve a \$5 million contingency to help the IH 35W 3C project proceed. Douglas Athas asked staff to provide members with speed thermal maps of IH 635 using current conditions, including sections in Mesquite, Garland, and Dallas. Mr. Athas also requested data on the current usage of IH 635 managed lanes. Adam McGough requested that staff provide crash and fatality data for the entire IH 635 project. David L. Cook requested additional detail on the \$10 million needed for paperwork on IH 35W 3C. Mr. Morris discussed TxDOT negotiations with the private-sector concessionaire. TxDOT incurs costs (e.g. reviewing and evaluating private-sector assumptions and financing methods) as part of developing the project with the private sector. The private sector must post a security of \$10 million to cover these costs in the event that financial close does not occur due to factors which only the private sector controls. The funds being requested of the RTC would be used to cover TxDOT costs in the event that financial close does not occur for reasons outside the private sector's control. Mr. Morris noted that staff will gather all of the requests made by members and provide the information to RTC members by email. Members interested in attending the January 25 TTC meeting were asked to contact staff. A motion was made to approve \$5 million in contingency funds for the IH 35W 3C project to proceed to construction. Jungus Jordan (M); Oscar Ward (S). The motion passed unanimously.

10. **Mobility 2045 Update:** Kevin Feldt provided an update on efforts as work continues on the region's next long-range transportation plan, Mobility 2045. Mobility 2045 goals are consistent with the goals of Mobility 2040 and center around mobility, quality of life, system sustainability, and implementation. Proposed policy additions for Mobility 2045 were highlighted. Related to freight, proposed efforts include encouraging regional railroads to participate in regional planning. Proposed technology policies include supporting open data best practices, automated vehicle deployment, encouraging multi-occupancy ride sharing, and supporting transportation communications network development such as 5G. Another proposed policy addition is supporting the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. In addition, supporting implementation of managed toll lanes within a tolled managed lane policy area is proposed. Proposed policy revisions were also highlighted and include updating the Cotton Belt policy to reflect the 2045 horizon year and reviewing roadway resiliency and maintenance through asset optimization. The Metropolitan Transportation Plan Policy Bundle will also be updated and a workshop is scheduled for 9 am on January 26 to discuss projects for the upcoming April 6 submittal deadline. Mobility 2040 programs that will remain in Mobility 2045 include air quality, transportation system management, transit, and transportation system safety. Mr. Feldt reviewed the requirements of the Mobility 2045 financial plan. The Plan must be financially constrained, use all "reasonably expected" sources, be developed using year of expenditure dollars, and balance priorities with available revenues. Traditional revenue, facility revenue, and local revenue constitute the regional transportation revenues used in the financial plan. In development of the financial forecast, staff calculates anticipated revenues, compiles cost of the projects and programs, and allocates the revenues to the expenditures. Mobility 2040 identified approximately \$119 billion in revenue. Draft estimates for Mobility 2045 identify \$125-\$140 billion in revenue. The schedule for this effort was reviewed, with final Regional Transportation Council approval anticipated in June 2018. Mr. Feldt noted staff will be working to finalize the financial forecast and recommendations. An RTC Mobility 2045 Plan Workshop is scheduled for February 8. Sandy Greyson asked if North Central Texas Council

of Governments staff would be including target percentages for mode share of active transportation modes such as transit, bicycling, and walking with five year splits for measuring the progress/efficacy of the transportation initiatives and infrastructure for which the region is investing. Mr. Feldt noted the draft Mobility 2045 document does not include this request, but staff would be open to reviewing options to include the information. Mr. Morris noted metering at five-year intervals may not provide an accurate measurement since various modes of travel are implemented in many different timeframes within the Mobility Plan. He suggested that staff review her request and potentially address the request through a policy in Mobility 2045. Mr. Feldt added the Mobility Plan contains a chapter on performance measures and monitoring, which would be an appropriate place for such a policy. Ms. Greyson noted she would work with staff regarding her request. Douglas Athas noted proposed policies related to autonomous vehicles and 5G technology. He noted there are 5G efforts not tied to autonomous vehicles and asked if the policy would also address 5G as it relates to car-to-car communication. Tom Bamonte discussed multiple efforts and initiatives regarding car-to-car, car-to-infrastructure, and driver-to-internet communication. He noted the intent of the proposed technology policy is to make sure the region's roadways have sufficient coverage so vehicles can operate effectively, as well as potentially provide for implementation of next generation wireless communications to disadvantaged communities and bridging the rural/urban divide. Mr. Morris added staff is working with the Texas Department of Transportation to potentially implement both technologies in the IH 30 corridor through a pilot test. The policy proposed for Mobility 2045 is necessary to proceed.

11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey:** Chris Klaus presented information on the Dallas-Fort Worth Clean Cities (DFWCC) recognition program for 2016 activities. The North Central Texas Council of Governments is the host organization for DFWCC. Clean Cities coalitions are required to complete annual reporting. The DFWCC recognizes fleets who demonstrate excellence in their fleet reporting. Fleets who earned gold, silver, or bronze designation based on their 2016 reports were recognized in December 2017. A total of 19 fleets received recognition and were noted in Electronic Item 11. Mr. Klaus noted that annual reporting and adoption of the Clean Fleet Policy are requirements for clean vehicle funding, as well as the DFW Clean Cities Recognition Program. In addition, annual reporting and adoption of the policy are components of the Metropolitan Transportation Plan Policy Bundle. Staff is preparing to collect fleet reports describing 2017 activities. The Department of Energy has a goal to save 2.5 billion gallons of petroleum per year by 2020. Supporting that goal, the DFWCC has a goal to demonstrate a 15 percent increase in petroleum reductions each year. Fleet reports for 2017 activities are due by February 15. Entities that need assistance were encouraged to contact staff. Components and policy goals for the annual report were highlighted. In addition, Mr. Klaus noted that DFWCC efforts address each of the air quality emphasis areas. Details were provided in Electronic Item 11.
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 was provided 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, February 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.