

REGIONAL TRANSPORTATION COUNCIL
December 12, 2019

The Regional Transportation Council (RTC) met on Thursday, December 12, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Richard E. Aubin, Adam Bazaldua, David Blewett, Mohamed Bur, Loyl C. Bussell, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Rick Grady, Lane Grayson, Roger Harmon, Ivan Hughes, J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, John Keating, Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, Robert Miklos, Bryan Bird (representing Cary Moon), Barbara Odom-Wesley, John Ryan, Stephen Terrell, Nick Sanders (representing Jeremy Tompkins), T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Devan Allen (representing B. Glen Whitley), W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nick Allen, Susan Alvarez, John Baker, Melissa Baker, Tom Bamonte, Neetish Basnet, Carli Baylor, Robin Bentley, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Tanya Brooks, Jason Brown, Jesse Brown, Ian Bryant, David Cain, Marrk Callier, Jack Carr, Molly Carroll, Angie Carson, Ying Cheng, Nancy Cline, Jim Coffey, Clarence Daugherty, Sam Dennehy, Pritam Deshmukh, Edie Diaz, David Dryden, Steve Dye, Chris Dyser, Chad Edwards, Sal Espino, Marcia Etie, Ann Foss, Mike Galizio, Bob Golden, Christie Gotti, Allen Harts, Diana Hernandez, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Ernest Huffman, Terry Hughes, Sommer Iqbal, Yagnesh Jarmarwala, Amy Johnson, Shannon Joski, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Eron Linn, Barbara Maley, Steve McCullough, Adam McGough, Mickey McGuire, Michelle McKenzie, Collette McNamee, Keith Melton, Cindy Mendez, Michael Misantonis, Mindy Mize, Collin Moffett, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Vanna Ngo, Than Nguyen, Paul Paine, James C. Paris, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Tito Rodriguez, Moosa Saghian, Devin Sanders, Samuel Simmons, Randy Skinner, Tom Stallings, Paul Stevens, Shannon Stevenson, Raymond Suarez, Gary Thomas, Jonathan Toffer, Lauren Trimble, Phil Ullman, Nicholas Van Haasen, Dan Vedral, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, and Phil Yerby.

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. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the November 14, 2019, Minutes:** The minutes of the November 14, 2019, meeting were approved as submitted in Reference Item 2. Jungus Jordan (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Chris Klaus recognized the North Central Texas Council of Governments Environment and Development and Transportation Departments who were recently awarded the 2019 Outstanding Government Organization at the Texas Energy Summit. Whitney Vandiver presented the recipients of the

2018-2019 Air North Texas Partner Awards: Outstanding Advertising, Hood County Clean Air Coalition; Outstanding Initiative, Green Dallas; Outstanding Outreach, City of Plano; Arlo Ambassador, City of Denton; and Partner of the Year, City of Grand Prairie.

Michael Morris highlighted items on the Director of Transportation Report. He noted that Regional Transportation Council (RTC) New Member Orientation will be scheduled in early spring. In addition, he noted that Congress recently repealed a \$7.6 billion highway funding rescission that was set to take place in 2020. He also noted that the Department of Housing and Urban Development recently published a notice of funding opportunity through the Community Development Block Grant Mitigation Program in response to recent major flooding events. Approximately \$4.3 billion of funds will be allocated through this program to the State of Texas. Mr. Morris encouraged members to view a podcast with the Dallas Real Estate Council in which he discussed the relationship of land use and economic development. A link to the podcast was provided at <https://recouncil.com/trec-news/treccast-michael-morris-north-central-texas-council-of-governments/>. He also requested that members provide comments to staff on the top five RTC policy initiatives for 2020 presented at the November 14, 2019, meeting. Current air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. The 2020 RTC meeting schedule was provided in Electronic Item 4.1. Electronic Item 4.2 contained a copy of November public meeting minutes, and the December online input opportunity notice was provided in Electronic Item 4.3. The most recent Public Comments Report was provided in Electronic Item 4.4, recent correspondence in Electronic Item 4.5, recent news articles in Electronic Item 4.6, and recent press releases in Electronic Item 4.7. Transportation partners progress reports were distributed at the meeting.

RTC Chair Andy Eads noted that immediately preceding the RTC meeting, he facilitated a conversation and formal meeting with the leadership of the three transit agencies here in the metroplex. Discussion included collaboration and new initiatives that can be worked on together. As a result of the meeting, there was discussion about the RTC hosting an orientation for all elected officials from cities and counties across the region to discuss the Texas Department of Transportation, funding, the responsibilities of RTC, responsibilities of transit agencies, and other Transportation 101 information that can help elected officials of the region understand what the RTC does as a body, and what the state and regional partners are accomplishing. Members were encouraged to attend the briefing that will be scheduled in spring 2020. He noted that the North Texas Tollway Authority and other partner agencies will be invited to participate.

5. **High-Occupancy Vehicles Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Jenny Narvaez presented details of the proposed Transportation Control Measure substitution of three high-occupancy vehicle (HOV) projects currently listed in the State Implementation Plan (SIP). As was discussed last month, this is a paper exercise to update language in the air quality plan that references the HOV lanes, which have been updated to managed lanes. Staff proposed that the three projects be removed as TCMs from the SIPs and substituted with other projects that achieve equivalent or greater emission benefits: IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Six traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Details were provided in Electronic Item 5.2. As required, the emissions impact of the traffic signalization projects achieve equivalent or greater emission

benefits than the substituted HOV projects. The timeline for this effort was reviewed and proposed action highlighted, which included consideration of Reference Item 5.1, Resolution Approving Transportation Control Measure Substitution of High Occupancy Vehicles Lanes and Associated Emissions Benefits with Traffic Signal Progression Improvements and Associated Benefits. A motion was made to approve the Regional Transportation Council resolution provided in Reference Item 5.1 that documents the Transportation Control Measures substitution of three high-occupancy vehicle projects and their associated emissions benefits: IH 35E corridor (Stemmons Freeway) between IH 635 and SH 121, IH 635 east corridor (LBJ Freeway) between Coit Road and Greenville Avenue, and IH 635 west corridor (LBJ Freeway) between Luna Road/IH 35E and US 75, with traffic signalization projects and their associated emissions benefits. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

6. **Hyperloop Certification Center Request for Proposals Status Report:** Michael Morris provided a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a certification center. The Regional Transportation Council (RTC) approved submittal of a response to the VHO Request for Proposals at its November 14, 2019, meeting. North Central Texas Council of Governments (NCTCOG) staff is preparing its formal response to meet the December 13 deadline. A six-mile certification track has been requested, with the desire for construction to begin in 2021. He noted through the Greater Dallas Chamber, universities have been contacted regarding advancing integrated technology educational programs to gain expertise within the region. At a recent meeting, seed money was offered to universities to encourage technology programs to assist with developing a workforce needed for a potential certification center, as well as many other technology opportunities come to the region. Regarding the response, four options or families of certification center implementation have been created and include the eight corridors received from entities within the region. All eight corridors will be included in the Request for Proposals response. As part of this effort, staff is exploring a private-sector response that could be beneficial in meeting the 2021 construction deadline. Mr. Morris noted staff has coordinated with the Texas Department of Transportation to demonstrate them as a partner if short-listed. Four options to be included in the VHO Request for Proposal were highlighted: Option 1) private-sector certification facility; Option 2) public-sector base facility that is 100 percent certification center with no other benefits; Option 3) public-sector facility that includes other applications; and Option 4) certification center hybrid facility with addition transportation mode technology and other applications. Submittal of various-type facilities will allow VHO to select an option that satisfies its interest. The eight corridors have been placed into the appropriate option. If short-listed, NCTCOG will begin work on the next phase of the proposal.
7. **Moving Ahead with Discussion Items: Local Option, Transit, Mega Developments, and the Path Forward with the Texas Department of Transportation:** Michael Morris presented follow-up information from the November 14, 2019, Regional Transportation Council (RTC) Workshop regarding local option, transit, and the path forward with the Texas Department of Transportation (TxDOT). He noted that the RTC Chair continues to work with the transportation authorities in the region on developing an integrated relationship. In addition, he noted North Central Texas Council of Governments (NCTCOG) staff is reviewing State interim charges and options to deliver transportation projects through local option. He also discussed mega projects in the region, and specifically discussed IH 35 in Austin. The project's cost continues to increase at approximately \$500 million per year, so it is important for the project to proceed to construction before the increased costs make the project out of reach. Mr. Morris noted that he has volunteered to help move IH 35 in Austin

to implementation, as long as no money from the Dallas-Fort Worth region is used. He also discussed mega developments in the region such as Midtown, Butler Housing, and General Motors. The most recent is rehabilitation of Collin Creek Mall. NCTCOG staff is working on a set of policies and procedures on how the RTC could partner with local governments and developers to implement mega developments in the region. Mr. Morris also provided an overview of a recent meeting in Austin regarding the return of tools to the region and the importance of formula funds. He summarized statements made by Senator Nichols regarding fair share methodology for distribution of funds, as well as the view that it could be perceived as penalizing some and rewarding others if the fair share distribution is not used as it has been in the past. Since 2003, formula "fair share" allocation came with TxDOT tools and as a result projects have been leveraged. Currently, there are limited TxDOT tools available. As a result of having no money to leverage, there seems to be a drift from the fair share allocation discussion. Mr. Morris reminded members of the fundamental principle, as noted in Minute Order 109370, Texas Metropolitan Mobility Plan, August 28, 2003. Commissioner Ric Williamson stated: "The more you choose local sources of funds, whether that's local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding." Mr. Morris noted that the cumulative impact of transportation investments in the region is mitigation of congestion. Although the population continues to rise in the Dallas-Fort Worth region, congestion has remained relatively constant. In addition, Mr. Morris noted that the region has already taken steps to reduce tolling in the future by including a toll managed lane system boundary in the region, restricting tolling to the 13 percent of the land area in which 79 percent of congestion occurs. He added that conversations with TxDOT Austin are ongoing with the goal to resolve issues at the staff level. Mo Bur discussed the cooperative relationship between the RTC and TxDOT, who have been working together for many years, and assured members that the spirit of cooperation will continue. He encouraged a continued partnership to maximize programming and deliver projects. RTC Secretary Theresa Daniel asked how the region will address the continued population growth. Mr. Morris discussed the various initiatives to mitigate congestion in the region and the importance to continue to develop relationships to leverage funding, create a balanced plan, and invent/reinvent strategies to advance the region. Jungus Jordan discussed the history of formula funding and the importance that the region is not penalized for its efforts. Lee M. Kleinman discussed IH 35 in Austin and asked if the project would need a comprehensive development agreement (CDA). Mr. Morris noted that a CDA will likely be needed for the project and is probably a conversation that should occur during discussion of interim charges. Mr. Kleinman also asked how the relationship with Commissioner Robert Vaughn is progressing and if staff has met with him. Mr. Morris noted that Commissioner Vaughn has a standing invitation to visit the RTC and that TxDOT and NCTCOG staffs are working to facilitate formal and informal meetings. RTC Chair Andy Eads noted he planned to attend Commission meetings in January and February to extend appreciation from the RTC for the partnership with the Commission. He added that he believes it is the RTC's responsibility to be involved in policy-making efforts of the body and to appropriately represent its jurisdictions within the region. He encouraged members to be engaged and educate other officials about the work of the RTC. Ron Jensen noted that the Texas Transportation Forum will be held in San Antonio in February and this may be a good time to meet with Commissioner Vaughn.

8. **2019 Metropolitan Planning Organization Milestone Policy (Round 2):** Christie Gotti presented the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, the Regional Transportation Council (RTC) has been selecting projects since 1992. In the 2015-2016 timeframe, staff reviewed all projects that had been selected from 1992 to 2005 that had not yet gone to construction. To date, the effort has

been successful in assisting 46 projects reach implementation. Staff was directed to initiate a second round of the Milestone Policy to review projects from 2006-2010 that have not let or obligated. In addition, there are some projects funded prior to 2006 that previously let but had implementation issues that will be included in this round of projects. Most of the projects are funded with RTC-selected funding sources. However, this effort does include a few other funding types because the projects are old, or the projects have some special need. For instance, locally funded, regionally significant projects are included in the region's Transportation Improvement Program and projects funded prior to 2010 will be added to the list. She noted that there are also projects funded with congressional earmarks that are subject to rescissions. These projects have been included on the list to move the projects along in order to reduce risk of losing the earmarked funds. The list, provided in Electronic Item 8.2, includes 41 projects and over \$600 million in funding to be addressed through this effort. The goal of the Milestone Policy is to provide a realistic assessment of projects status which helps North Central Texas Council of Governments (NCTCOG) staff balance the available funding with project schedules. If there are projects determined to no longer be of interest, funding is freed up for projects that are of higher priority today. Ms. Gotti noted the proposed reapproval process is similar to the first round of the Milestone Policy. Agencies with projects on the Milestone Policy list will be notified by letter and must reconfirm the projects remain a priority by providing a realistic and achievable schedule that has received NCTCOG and Texas Department of Transportation (TxDOT) concurrence. In addition, projects must have documentation of policy board support and local match availability. Members were encouraged to review project timelines with "20/20 vision" versus "rose-colored glasses." Timelines should account for the execution of needed agreements, review by TxDOT, consideration that phases may not run concurrently, and include contingency timing that is not excessive. Implementing agencies will be notified by letter in January 2020 that their projects have been included on the Milestone Policy project list, with formal responses due to NCTCOG staff by May 1, 2020. The Milestone Policy project list will be presented to the Surface Transportation Technical Committee and RTC for review and approval in the summer. Ms. Gotti also presented follow-up information on action taken by the RTC at its November 14, 2019, meeting for the KCS railroad project in Dallas. The City has provided a revised schedule for the project and proposed to let the project by November 2020. Staff proposed to grant an extension to December 2020 for the project's construction start timeline. If the City does not meet the schedule, staff proposed the RTC remove funding from the project automatically (no other action needed). The extension will be contingent on the City creating a tracking system to ensure projects are not overlooked and must include regular updates to elected officials. She noted the City is creating a dashboard in conjunction with its City Bond Program dashboard online for elected officials and the public to view projects statuses, and NCTCOG staff will continue to monitor the project. Details of the Milestone Policy effort were provided in Electronic Item 8.1. Mo Bur discussed pressure from the Federal Highway Administration and TxDOT Division offices to spend carry over funding. He urged all local officials and staff to show a sense of urgency and review projects with federal funding to ensure that the projects get delivered and with a realistic schedule to avoid potential loss of funds. Ms. Gotti added that she and Michael Morris recently met with TxDOT Austin and the districts and discussed the substantial amount of carryover funds in the region that total approximately \$160 million in Congestion Mitigation and Air Quality Improvement Program funds and \$89 million in Surface Transportation Block Grant Program funds. Although some of the carryover is related to an administrative issue with TxDOT, there were questions about why staff waits ten years to determine why projects are not moving to implementation. She noted NCTCOG is working to develop more regular monitoring of projects to ensure that carryover balances are kept to a minimum. RTC Chair Andy Eads noted that maybe demonstration of capacity should be part

of the application process. A motion was made to approve the revised schedule for the City of Dallas project (TIP Code 11258.9) and extension of the project's construction start timeline to December 2020. If the City does not meet the schedule, funding will be removed from the project automatically. Action included direction for staff to continue monitoring the project for timely implementation. The extension is contingent upon development of a tracking system with the City of Dallas and regular updates to elected officials. Curtistene McCowan (M); Theresa Daniel (S). The motion passed unanimously.

9. **Auto Occupancy Verification Technology:** Natalie Bettger provided a status report on the High-Occupancy Vehicle (HOV) detection and verification technology utilizing the GoCarma app. As a reminder, the Regional Transportation Council (RTC) instructed staff to replace manual enforcement and the self-declaration app with more advanced technology verification equipment. A pilot was completed to test technology and results from the pilot were presented to the RTC last fall. Phase 1 implementation will be to apply the HOV discount on managed lanes in the Dallas-Fort Worth region using the automated verification process. An overview of the current system was provided, as well as the proposed HOV program that allows users to register once with the process automated to charge the correct toll and no manual enforcement. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that last fall, several items were discussed for continued monitoring. These include monitoring data security, potential use of the technology on US 75, and potential implementation of a future rewards program that is applicable to other types of facilities. In addition, efforts to create a common communication plan for users has been developed, and staff is considering options for additional funding for the operation and maintenance of the system. Staff will also continue to monitor institutional and legislative items that may need review as a result of this type of technology, as well as the need for enforcement on the traditional HOV lanes. In preparation for Phase 1 implementation, staff has worked in partnership with the Texas Department of Transportation/Transcore, the North Texas Tollway Authority, and LBJ/NTE Mobility Partners and are currently working on back office integration testing. A public education and outreach plan has been developed, and staff is working closely with all partners on a switch-over schedule from the existing app to the new app. Partners have also worked on a violation process which includes a 90-day grace period to allow users time to become familiar with the new technology, as well as customer service scenarios and business rules. On December 4, LBJ/NTE Mobility Partners sent communications to current TEXpress users that receive the HOV discount. The GoCarma app will be released January 6 and a prelaunch partner meeting is scheduled for January 10. Press releases will be issued beginning January 13 prior to the January 24 go-live date focused on existing users. In April 2020, additional outreach will be conducted for new users of the HOV system. Ms. Bettger noted that since the TEXpress notification was sent, over 3,000 people have preregistered to receive the GoCarma app and over 5,000 have visited the GoCarma website. The RTC and Surface Transportation Technical Committee will be updated at their respective January and February meetings. Details were provided in Electronic Item 9. Rick Grady asked if staff had explored scenarios in which users could scam the system such as a user that owns two cell phones, and also asked how a toll is applied if a user were to take guests to dinner who were not interested in downloading the Carma app. NCTCOG staff noted that testing included the ability to recognize when two cell phones were always near one another. In addition, it was noted that for additional occupants to be recognized they would either need to download the app or have an occupant pass. Adam Bazaldua asked if the occupant pass

counted the number of occupants and if there was a charge for the device. He also asked how the occupant pass is acquired. Ms. Bettger noted there is no charge for the occupant pass. The vehicle and occupant passes activate the smartphone in the vehicle associated with the toll tag account, with at least one occupant needing a smartphone. The process to receive a primary or occupant pass was highlighted, which includes receipt by mail. Mr. Bazaldua requested that staff look into a more streamlined and technologically advance method to request the occupant pass. He described an app used for scooters in Dallas that sends in real-time a verification code that can be entered to confirm a user is part of a group rental. Michael Morris noted that staff would look into the details for the technology described and provide an update to members at the January 9, 2020, meeting. He added that anything that encourages users to take advantage of the discount should be considered. Barbara Odom-Wesley asked what happens if a user violates the HOV lane rules. Ms. Bettger clarified the GoCarma app focuses on managed lanes and that a violator would be charged the full toll rate. Traditional HOV lanes will continue to be enforced by officers.

10. **End of 2019 Ozone Season:** Chris Klaus presented a summary of activity for the Dallas-Fort Worth (DFW) region's 2019 ozone season, which concluded at the end of November. Population and vehicle miles of travel data were highlighted, and it was noted that both trends are increasing in the region. Conversely, on road vehicular emission trends show a continued decrease resulting from the many air quality programs implemented in the region. Regarding the 2019 ozone season, members were reminded that the region is under two air quality standards: the 2008 standard of 75 parts per billion (ppb) and the 2015 standard of 70 ppb. At the end of the season, the region's three-year average was 77 ppb, which exceed both the 2008 and 2015 standards. Mr. Klaus noted there are 20 regulatory air quality monitors located within the region. Historically, the Denton Airport monitor has been the controlling monitor; however, results from the last years indicate that the North Dallas monitor is now the controlling monitor. In addition, he noted that exceedances have risen at the Cleburne monitor. Mr. Klaus explained the significant impact the 2018 ozone season data will have in the three-year averaging that will be used for the 2008 and 2015 air quality standards deadlines in 2021. Attainment for both standards will be based on 2018-2020 ozone monitor data. At the end of the ozone assessment, which would be the 2020 ozone season, there are two ways to consider attainment. Attainment is reached when all monitors are below the ozone standards, or if all monitors are at or below the standard a petition for an extension could be requested. If granted an extension, the region would have until 2021 to reach attainment which will allow for the 2018 ozone season data to be dropped from the three-year average. For example, during the 2020 ozone season if any of the monitors have a reading of 75 ppb, the three-year average would be 76 ppb which would be considered nonattainment. However, if the monitors have a reading of 75 ppb (which is at or below the 75-ppb standard) an extension could be requested. Mr. Klaus reminded members of the many air quality programs and initiatives supported by the Regional Transportation Council and thanked members for their continued support of air quality. Members were asked to contact staff with any suggestions for additional programs that may help the region reach attainment as staff continues to promote air quality initiatives and look for additional items for implementation in preparation for the 2020 ozone season.
11. **Unmanned Aircraft Systems Safety and Integration Task Force Update:** Ernest Huffman provided an update regarding the Unmanned Aircraft System (UAS) Safety and Integration Task Force. The Task Force was developed in 2018 to address key issues of UAS integration into the metropolitan area. Areas of focus were highlighted, as well as Task Force objectives to promote UAS safety and standardization, mitigate reckless UAS

operation, promote the integration of UAS into the Dallas-Fort Worth regional airspace, and collaborate with regional partners for a coordinated comprehensive approach. The Task Force is currently made up of 212 members from over 100 organizations and accomplishments include Know Before you Fly "Your Drone" Workshops, providing assistance to public safety UAS response team, establishment of the 8th UAS testing site in Mineral Wells, assisting in the production of the first registered UAS apprenticeship program, and partnering with Lonestar UAS Center of Excellence to attract the NASA grand design challenge. As a component of the Task Force, four working groups have been created to solve issues regarding education and awareness, legislation, training, and integration. Priority initiatives for each of the working groups were highlighted. Members were encouraged to send staff to Task Force meetings. Involvement will help entities learn of technology pilot opportunities, be part of the solution for safer skies, take advantage of economic developments opportunities, as well as receive information about upcoming grant opportunities. The next Task Force meeting is scheduled for January 28, 2020, 10 am-12 pm and will be hosted by Hillwood who will discuss freight management and logistics. Additional information is available at www.nctcog.org/trans/plan/aviation/uas.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
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, January 9, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.