

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL October 13, 2022**

The Regional Transportation Council (RTC) met on October 13, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Daniel Aleman, Dennis Bailey, Rick Bailey, Gyna Bivens, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Pat Deen (Representing Judge J.D. Clark), Janet DePuy, Andy Eads, Gary Fickes, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, John Keating, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Ed Moore, Omar Narvaez, Tito Rodriguez (Representing Chair Jeff Davis), Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Micah Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Jason Brown, Ken Bunkley, Laura Cadena, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, John Corday, Clarence Daugherty, Caryl DeVries, Jerry Dittman, Chad Edwards, Brittney Farr, Mike Galizio, Maribel Gallardo, Carmen Garcia, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Zoe Halfmann, Paulette Hartman, Tony Hartzel, Robert Hinkle, Kristina Holcomb, Joel James, Major Jones, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Audrey Koehler, Dan Lamers, Shailla Law, Eron Linn, Alonda Massey, Mindy Mize, Erin Moore, Elizabeth Mow, Patrick Murray, Jenny Narvaez, Jeff Neal, Michael Peters, John Polster, Greg Porter, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Carrie Rogers, Shawna Russell, Walter Shumac III, Randy Skinner, Gary Slagel, Lynch Stanford, Toni Stehling, Shannon Stevenson, Justin Stoker, Christopher Tolar, Johnson Vodka, Brendon Wheeler, B.J. William, Brian Wilson, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the September 8, 2022, Minutes:** The minutes of the September 8, 2022, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Pat Deen (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Transportation Improvement Program Modifications – November 2022:** Staff requested Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning and administrative documents with TIP-related changes. November 2022 revisions to the 2023-2026 TIP were provided as Electronic Item 3.1 for the Council's consideration. The modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. Modifications for projects on US 75 to change existing HOV lanes to Technology lanes were

included in this modification cycle to facilitate Federal Highway Administration approval.

- 3.2. **Texas and Gulf Coast Hydrogen Hub:** Staff will request approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Hub and recommend the NCTCOG Executive Board enter into a Memorandum of Understanding with Gas Technology Institute confirming participation. This Consortium will establish a regional clean hydrogen hub centered in the Houston area. The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at: <https://www.centerforhoustonfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Hub, which would be led by Gas Technology Institute (GTI) Energy. Electronic Item 3.2 provides additional details.

A motion was made to approve the Transportation Improvement Program Modifications, November 2022 Item 3.1 and the Texas and Gulf Coast Hydrogen Hub Item 3.2 on the Consent Agenda. Chris Schulmeister (M); T. Oscar Trevino, Jr. (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He was excited to introduce the new Executive Director for Denton County Transit Authority (DCTA), Paul Cristina, along with the new District Engineers for Texas Department of Transportation (TxDOT), Ceason Clemens, P.E., for the Dallas District and David Salazar, P.E., for the Fort Worth District. He then began by presenting the \$20 million Grant to Fund Projects, such as the Park – Pedestrian project, in the Texas District 111 in collaboration with State Representative, Yvonne Davis. The Council was briefed on the Scenario Planning Outreach event he attended along with Chris Cassidy and Emmitt Smith. Michael congratulated the North Texas Tollway Authority's 25<sup>th</sup> year anniversary that he was honored to attend. He briefly went over the Preston Rd. and the intersection study, Dallas through to Plano and the City of Dallas as the northern Dallas suburb continues to grow. He mentioned the East/West Equity Update table is provided in Electronic Item 4.3. The cancellation of Weatherford Downtown bypass Loop Project puts \$21 million back into the pot for other Transportation projects. The draft of the Updated Rules for Public Comments at Regional Transportation Council meetings that will be presented at a later date after the 45-day public comment period and was provided in Electronic Item 4.5. The remaining items were not presented.
5. **Fiscal Year 2022 Reconnecting Communities Pilot Program:** Michael Morris provided an overview on the Fiscal Year 2022 (FY22) Reconnecting Communities Pilot Program (RCP) and requested action to submit a candidate project to compete for funding. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCP

funding. The \$195 million program includes certain funding amounts set-a-side for the following purposes: 1) Planning Grants - \$50 million, and 2) Capital Construction Grants - \$145 million nationwide. Applications for each funding category are due to the US DOT by October 13, 2022, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. The FY22 Reconnecting Communities Pilot (RCP) NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period that is available at [https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP\\_NOFO\\_FY22.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf). The candidate projects were: 1) Klyde Warren Park, Phase 2, with a RTC submittal, existing funding plus \$23.6 million RCP Grant plus \$9 million private sector. 2) Southern Gateway Deck Park Phase 2, City of Dallas. 3) IH 30 City Park/Farmers Market, engineering for future decks near Dallas Farmers Market with existing Surface Transportation Block Grants (STBG) Funds of \$2 million to expedite design that will facilitate IH 30 "Canyon" integration without let date delay.

A motion was made to submit Klyde Warren Park – Phase 2.0 for funding consideration through the FY22 Reconnecting Communities Pilot (RCP) Program for \$33.8 million and to administratively amend the North Central Texas Council of Governments and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 RCP Grant award. Cara Mendelsohn (M); Daniel Alemán, Jr (S). The motion passed unanimously.

6. **Access North Texas 2022 Update:** Shannon Stevens provided an overview of developed regional goals and requested a recommendation for Regional Transportation Council approval of the 2022 update of Access North Texas, including a brief overview of outreach efforts and a summary of developed regional goals. Access North Texas is the regional public transportation coordination plan that aims to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It lists specific strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and state requirements for transit coordination in the 16 counties. The plan is required to be updated every 4-5 years; since the region is in a nonattainment area, is on a 4-year cycle. For this update, some key differences include conducting virtual outreach due to the COVID-19 pandemic, introducing a coding key to analyze the qualitative responses and comments, and outlining regional goals and then prioritizing strategies per county. Overall, the information identified through this plan can guide planning and funding decisions for transit over the course of the next several years. Access North Texas was last updated in 2018. One large component to help us gauge the public transportation needs of individuals throughout the region is the public outreach. It started in April 2021 and these efforts continued throughout the summer of 2021 and over 2,900 individuals and agencies were contacted for virtual meetings. Staff conducted 28 county-specific virtual meetings, various one-on-one meetings, emails, and conversations. A public transportation survey in English and Spanish was offered and received over 1,500 responses from individuals and agencies. All information was synthesized to develop goals to address needs across the entire region, as well as specific strategies for each county. The five overarching regional goals help guide efforts over the next four years to improve public transportation for seniors, individuals with disabilities, and low-income populations across the 16-county region. Shannon emphasized goal number 4 since it is a

new focus area as a result of the COVID-19 pandemic. As part of the public comment period, the draft was posted online in early August and presented as part of NCTCOG's public involvement process in August and September meeting month and included as part of September's public meeting. In addition to the public meetings, comments were encouraged via email or through conversations with staff. The draft document was also shared with stakeholder groups and promoted through social media. The next steps are outlined as follows: Access North Texas was taken to the Regional Transportation Council and will be taken to the NCTCOG Executive Board for action in October, and then provided to the Texas Department of Transportation. Upon approval, staff and regional partners will begin to implement strategies identified in the plan, and projects that seek funds through the Transit Strategic Partnership Program, should address these updated goals and strategies that is required for those that seek funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Staff will monitor progress and propose amendments if changes are needed before the next plan update in 2026. The plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org).

A motion was made to approve Access North Texas 2022 Update. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

7. **Management, Operations, Air Quality, and Safety Program**: Christie Gotti requested a recommendation for Regional Transportation Council (RTC) approval of the latest efforts to extend existing and fund new Management, Operations, and Safety programs and projects every few years, many of which are legacy projects that the RTC has funded for several years (Vanpool program, Mobility Assistance Patrol, etc.). The last major review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY2023. Now, staff is requesting funding for FY2024-2026 projects and programs. The purpose of the program is to provide funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. In general, this program assigns resources for RTC priorities and air quality initiatives, ensures that existing programs and projects can be continued without interruption in FY2024-2026, and ensures that CMAQ and STBG funding is obligated in a timely manner. The Regional Safety Program supports the RTC's policy that not even a single death on the transportation system is acceptable. \$50 million of RTC-selected funds are proposed to be set aside for a regional safety program, and funding will cover FY2024-2026. The following safety categories are proposed: Freeway Operations Engineering and Intercity Connections (\$25 million), Bicycle/Pedestrian Engineering (\$10 million), Bicycle/Pedestrian Education (\$2 million), Speed Enforcement (\$7 million), Speed Education (\$2 million), and Other (\$4 million). The importance of regional air quality and M&O projects was also emphasized, as they contribute to the Weight of Evidence in the State Implementation Plan, and fund new and expanded methods of reducing emissions from the transportation sector. In summary; Planning Activities, Data Collection, and Engineering Activities are proposed with the an RTC share of \$25.24 million, Air Quality Initiatives are included with an RTC share of \$11.65 million, Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) have an RTC share of \$51.74 million, Travel Demand Management/Transit are proposed with an RTC share of \$6.75 million, and Innovative Technologies include an RTC share of \$10.40 million that brings a total additional funds being requested to \$105.78 million for the M&O Program. Approximately 66% of the requested funding will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.) Approval timeline; Surface Transportation Technical Committee's (STTC) Director's Report on August 26, 2022, an

information item at the RTC meeting on September 8, 2022, Public meeting September 2022, STTC action on September 23, 2022, and RTC action on October 13, 2022. Several comments regarding safety and reduction of speed limits for tractor trailers, speed racing, and speed enforcements were made by RTC members. Michael Morris strongly encouraged that these topics should be discussed as part of the RTC Legislative Program.

A motion was made to approve the FY2024-2026 Management, Operations, Air Quality, and Safety Program, with direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amend other planning/administrative documents to incorporate these changes. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

8. **Regional Transportation Council Bylaws Subcommittee – 1<sup>st</sup> Reading:** Judge Andy Eads, Chair of the Bylaws Revision Subcommittee, introduced the Subcommittee members and provided an overview of its recommendations for revised RTC Bylaws and Operating Procedures for a first reading. Ken Kirkpatrick presented the specific proposed revisions as recommended by the Subcommittee. The RTC Bylaws Revision Subcommittee met over the last few months, June 9, 2022, August 18, 2022, and October 5, 2022, to review and discuss possible revisions to the Bylaws and Operating Procedures. Summary of significant proposed policy revisions to the Bylaws include the addition of 13 new cities over 5,000 in population; maintain number of Dallas seats (includes Dallas Love Field), an additional seat for the City of Fort Worth, increase membership from 44 to a roster of 45 members; the addition of language related to county/city group member appointments, including requiring mandatory rotation of primary seat; in county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. Electronic Item 8.1 contains these proposed revisions. Electronic Item 8.2 contains the most recent Bylaws Revision Subcommittee meeting agenda. Electronic Item 8.3 contains additional information. It is anticipated that action on the proposed Bylaws revisions will be requested at the November meeting. The Subcommittee unanimously approved the proposed Bylaws revisions and recommends Regional Transportation Council approval in November. The proposed RTC action for the November meeting (2<sup>nd</sup> reading): approval of Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40. Action also includes direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities with the group.
9. **Status Report on Engine Off North Texas:** Jason Brown briefed the Regional Transportation Council (RTC) on the Engine Off North Texas Program. The program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status and focus on providing resources to local governments to implement idle reduction policies that concentrate on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. In March of 2021, North Central Texas Council of Governments staff relaunched Engine Off North

Texas. Since the RTC Resolution R21-06 update was approved in October 2021, staff provided a status update on the Engine Off North Texas Program to encourage local governments to consider adopting an idling reduction ordinance and remind local governments and businesses of the resources available for idle reduction outreach and education. Resources offered to the region provide guidance on idling ordinance implementation and enforcement strategies. Education and materials including the local government guide, brochures, posters, toolkit and webpage offer information focused on heavy-duty vehicle idle reduction. Staff encourages jurisdictions to utilize metal regulatory signs and complaint hotlines available to deter unnecessary idling. Jason provided a brief overview of the Engine Off North Texas Toolkit and the resources listed in Electronic Item 9. Materials can be requested at: [www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org) and forms emailed to [engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org). NCTCOG staff will coordinate with a contact person to pick up/deliver items that cannot be mailed.

10. **Strengthening Mobility and Revolving Transportation Grant Briefing:** Thomas Bamonte provided a briefing on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. The program purpose is to demonstrate projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The United States Department of Transportation (USDOT) is emphasizing technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector with funding of \$500 million over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match for planning grants. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible applicants include State, political subdivision of State, tribe, transit agency, public toll authority, metropolitan planning organizations (MPO), and groups of eligible entities. Funding is split as follows: large communities (>400k) at 40 percent; midsized communities at 30 percent; and rural/regional partnerships are at 30 percent. Planning project recipients should build internal buy-in and partnerships with stakeholders to refine and prototype their concepts and report on results. At the conclusion, recipients should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, innovative aviation technology, smart grid for electric vehicles, and smart technology for traffic signals. USDOT seeks project benefits of safety, reliability, resiliency, equity, access, climate, partnerships, and integration. Staff outreach efforts began on June 21, 2022, with a North Central Texas Council of Governments (NCTCOG) staff briefing and was followed up with a briefing for Surface Transportation Technical Committee members and regional partners on June 28, 2022. On August 2, 2022, staff distributed notice of a USDOT webinar on the SMART program. The NOFO and various brainstorming sessions were distributed on September 20, 2022. Local partners filing SMART grant applications should request NCTCOG letters of support requests by November 4, 2022. The Advanced Transportation Technology and Innovation (ATTAIN) program is a continuation of the Advanced Transportation and Congestion Management Technologies Deployment program with \$60 million a year, five to ten awards up to \$12 million apiece, and a requirement of 20 percent local match. ATTAIN projects should reduce fatalities, injuries, traffic congestion and emissions; improve travel time reliability; optimize multimodal system performance; improve access to

transportation alternatives; integrate payment systems; integrate multimodal transportation information; and result in transportation-related cost savings. The USDOT ATTAIN priorities are climate, resiliency, environmental justice, equity, removing barriers to opportunity, and job creation. Electronic Item 10.1 contained the USDOT's SMART fact sheet and Electronic Item 10.2 provided a summary on the regional outreach efforts to date.

11. **Legislative Update and Draft RTC Legislative Program:** Rebekah Gongora updated the Regional Transportation Council (RTC) on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation and air quality issues were the focus for both the United States Congress and the Texas Legislature. U.S. Congress appropriations expired September 30 but a continuing resolution is in effect through December 16 to keep the Federal government open. Recent House and Senate Committee hearings topics of discussion included the Infrastructure Investment and Jobs Act (IIJA), roadway safety, and state and local perspectives on IIJA. Interim committee hearings were being held throughout the State regarding safety, fatalities on roadways, alternatively fueled vehicles, policies impacting truck transportation, and federal IIJA funds. The 88th Session of the Texas Legislature will convene on January 10, 2023, and RTC members were presented with the draft RTC Legislative Program for the 88th Texas Legislature provided in Electronic Item 11. Topics for the 2023 RTC Legislative Program include: 1) To adequately fund transportation and utilize tools: to identify additional revenue for all modes of transportation; support innovative funding methods to expand rail and transit options with the region; allocate funds to the existing Texas Rail Relocation and Improvement Fund; return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects; ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions; and support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7; 2) Expand transportation options in Mega-Metropolitan regions: to support use of public-private partnerships that allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an metropolitan planning organization/local decision-making process; authorize the use of a comprehensive development agreement for specific needed projects; retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails; support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system; and provide counties with expanded tools for land use control to preserve future transportation corridors; 3) Pursue innovation and technology: utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight; support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft; plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection; establish and support programs to improve cybersecurity; and support broadband expansion as a mode of transportation; 4) Improve air quality: modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements; strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement; protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell

and battery electric vehicles and associated infrastructure; support system reliability, congestion relief, and encourage trip reduction strategies; and support legislation that improves air quality; and 5) the RTC Legislative Program will: Enhance safety to improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, and improving bicycle and pedestrian safety; reduce distracted driving through measures such as technology to disable the use of a driver's cell phone for purposes other than emergency or navigation uses; oppose legislation to increase freight truck weight limits above 80,000 pounds; support legislation allowing sponsorships to support roadside assistance programs; and eliminate deferred adjudication for safety related traffic violations (e.g. traffic violations in construction zones are not eligible for deferred adjudication). The Regional Transportation Council was presented with a list of proposed topics to support in advance of the 88th Legislature.

12. **Environmental Protection Agency Ozone Reclassification Dallas-Fort Worth:** Due to time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2.
14. **Other Business (Old or New):** Chair Michelle Wong Krause announced former Dallas Area Rapid Transit (DART) President/Executive Director, Gary Thomas, was inducted into the Hall of Fame.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, November 10, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:57 p.m.