

REGIONAL TRANSPORTATION COUNCIL
May 9, 2019

The Regional Transportation Council (RTC) met on Thursday, May 9, 2019, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Rudy Durham, Bobbie Mitchell (representing Andy Eads), Charles Emery, Kevin Falconer, Devan Allen (representing Gary Fickes), George Fuller, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Tito Rodriguez (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Stan Pickett, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Roy Brooks (representing B. Glen Whitley), Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: James Adkins, Angela Alcedo, Vickie Alexander, Nick Allen, Gustavo Baez, Berrien Barks, Tara Bassler, Carli Baylor, Alberta Blair, David Boski, Cal Bostwick, Ian Bryant, Marrk Callier, Kristen Camareno, Jack Carr, Angie Carson, Dixie Cawthorne, Lori Clark, Nancy Cline, Michael Copeland, Dianne Costa, Hal Cranor, Mike Curtis, Clarence Daugherty, Brian Dell, Sam Dennehey, Cody Derrick, Edie Diaz, David Dryden, Dianne Egan, Sal Espino, Brian Flood, Ann Foss, Rob Franke, Maribel Gallardo, Leah Gamble, Bob Golden, Victor Henderson, Rebekah Hernandez, Matthew Holzapfel, Ivan Hughes, Jay Jackson, Tom Johnson, Shannon Joski, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Andrew V. Kissig, Stephen Knobbe, David Leininger, Ramiro Lopez, Eron Lynn, Rich Matyiku, Steve McCullough, Mickey McGuire, Jim Moffitt, Michael Morris, Jeff Neal, Mark Nelson, Evan Newton, Catherine Osborn, Paul Paine, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Andrei Rodu, Lisa Sack, Steve Salin, Devin Sanders, Joseph Shack, Randy Skinner, Paul Stevens, Shannon Stevenson, Vic Suhm, Steve Templer, Jonathan Toffer, Lauren Trimble, Dan Vedral, Mitzi Ward, Tim Welch, Brendon Wheeler, Brian Wilson, Ed Wueste, and Kate Zielke.

1. **Approval of April 11, 2019, Minutes:** The minutes of the April 11, 2019, meeting were approved as submitted in Reference Item 1. T. Oscar Trevino Jr. (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Activation of Traffic Signal at Canyon Falls Drive and Highway 377:** Regional Transportation Council approval of \$400,000 of Regional Toll Revenue-Denton County funds for a project that will activate and enhance an existing traffic signal, with Union Pacific Railroad preemption, at the intersection of Canyon Falls Drive and Highway 377 in the Town of Flower Mound was requested. A 20 percent local match of \$100,000 will be provided from the Town of Flower Mound and Denton County. Action also included approval to administratively amend the Transportation Improvement Program and other planning/administrative documents as needed to incorporate this project.
 - 2.2 **Endorsement of Transportation Development Credits for the Automated Vehicle 2.0 Program:** Regional Transportation Council (RTC) approval of the use of Transportation Development Credits (TDC) in lieu of local match for local partners

participating in the Automated Vehicle 2.0 Program was requested. Allowing use of TDCs in lieu of cash contributions by local communities advances RTC Policy P18-01 adopted October 11, 2018.

A motion was made to approve the items on the Consent Agenda. T. Oscar Trevino Jr. (M); Jim Griffin (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items included in the Director of Transportation report. Regional Transportation Council (RTC) Nominating Subcommittee appointments were announced: Chair Theresa Daniel, Vice Chair Ann Zadeh, David L. Cook, Lee M. Kleinman, Scott Mahaffey, Stan Pickett, and Stephen Terrell. The slate of officers for the 2019-2020 term will be recommended at the June 13, 2019, meeting. Mr. Morris noted that Kathryn Wilemon would be concluding her service on the RTC and recognized at a future meeting. In addition, he recognized Rob Franke, Mayor, City of Cedar Hill for his years of service on the RTC. Mr. Morris discussed upcoming renovations to the first floor of the North Central Texas Council of Governments offices. As a result of the renovations, the August 8 RTC meeting will be cancelled, and the September 12 meeting will be held at the Irving Transportation Investment Summit. He noted that a list of the Metropolitan Planning Organization Milestone Policy projects that were granted an extension last fall was provided in Electronic Item 3.1.1. Additional details were provided in Electronic Item 3.1.2. All projects are scheduled to be let by the deadline. The current high-occupancy vehicle subsidy report was provided in Electronic Item 3.2. In addition, Electronic Item 3.3 contained the latest east/west equity funding percentages for the region. A status report on the current ozone season was provided in Electronic Item 3.4, and Volkswagen Settlement information was provided in Electronic Item 3.5. A summary of voluntary local transportation strategies in the Dallas-Fort Worth region was submitted to the Texas Commission on Environmental Quality (TCEQ). A copy of the submittal was provided in Electronic Item 3.6. Clean Air Action Day is scheduled for June 21, 2019, and a reminder postcard was distributed at the meeting. Current air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and current Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. April public meeting minutes were included in Electronic Item 3.7, and Electronic Item 3.8 contained the May public meeting notice. In addition, the Public Comments Report was provided in Electronic Item 3.9, recent correspondence 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. Clay Lewis Jenkins asked the status of the Volkswagen Settlement. Mr. Morris noted that the TCEQ will hold an application workshop on May 16 for the first increment of a multi-year call for projects. Staff will continue to provide updates as information is released by the TCEQ.
4. **Title VI Program 2019 Update:** Ken Kirkpatrick presented proposed updates for the Title VI Program 2019 Update. As a recipient of federal funds, the North Central Texas Council of Governments (NCTCOG) must comply with Title VI of the Civil Rights Act of 1964 that prohibits discrimination related to the implementation and access to federal programs. The program is required to be updated every three years, with the current update due to the Federal Transit Administration on June 1. NCTCOG nondiscrimination efforts and content required for inclusion in the Title VI Program were provided in Electronic Item 4.1. A draft resolution approving the Title VI Program 2019 Update was provided in Reference Item 4.2. Included in the requirements is how subrecipients are monitored for compliance with Title VI and other federal requirements. Mr. Kirkpatrick noted that the current update is primarily

administrative and includes updated complaint procedures, which have also been translated into Spanish. As a component of the Public Participation Plan, the Complaint Procedures will also be updated in the Public Participation Plan. A timeline for the effort was reviewed. Mr. Kirkpatrick noted that during the 45-day comment period, no negative comments were received and that the Surface Transportation Technical Committee has recommended the Title VI Program 2019 Update for Regional Transportation Council approval. Pending NCTCOG Executive Board approval, the Title VI Program 2019 Update will be submitted to the Federal Transit Administration by June 1. Theresa Daniel asked if the performance measures discussed in the document could be viewed and if the trend was positive. Mr. Kirkpatrick noted that as part of the update, NCTCOG is requested to include updated demographic data as well as how State and federal funds are applied in different geographic areas of the region to ensure efforts are nondiscriminatory. He added that the reports are favorable and there are no concerns. He added that a draft of the North Central Texas Council of Governments Title VI Program 2019 Update was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/Justice/Title-VI-Program-2019_draftforACTION.pdf. In addition, a draft of the Public Participation Plan for the Dallas-Fort Worth Metropolitan Area was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf. A motion was made to approve the Title VI Program 2019 Update and the corresponding changes to the Public Participation Plan. Bobbie Mitchell (M); Charles Emery (S). The motion passed unanimously.

5. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Michael Morris presented information on the 2020 Unified Transportation Program (UTP) and efforts to update the Regional 10-Year Plan. He discussed ongoing coordination with the Texas Department of Transportation (TxDOT) in Austin and local TxDOT districts on the funding of projects contained in the Regional 10-Year Plan. North Central Texas Council of Governments (NCTCOG) staff's focus is to maximize discretionary funds from the Texas Transportation Commission (TTC) that come to the region. An overview was provided of the current partnership with the TTC in which the Regional Transportation Council (RTC) funds projects such as Farm to Market roads, tolled facilities, and capital maintenance with the TTC and local TxDOT districts selecting funding for more straightforward, traditional freeway projects. Based on feedback received in recent meetings, the preferred partnership method between the RTC and TTC may be different, with funding partnerships preferred at a 50 percent TTC/50 percent RTC commitment. NCTCOG staff have shifted funding allocations to projects in the Regional 10-Year Plan to demonstrate its commitment to the TTC's new proposed partnership method. He noted that Electronic Item 5.1 contained the proposed list of projects and he provided an overview of the changes. Staff recommended switching funds for: 1) Collin County North/South roadways; reduce Category 2 funds by \$50 million and increase the Category 12 request by \$50 million, 2) IH 30 in Rockwall County; increase Category 2 funds by \$100 million and reduce the amount of Category 12 funds being requested by \$100 million, 3) Southeast Connector in Tarrant County; increase Category 2 funds by \$170 million and request to reduce Category 12 by \$170 million. Staff also recommended the deletion of the following projects, for now, due to lack of detail: 1) IH 35E-Lower Stemmons in Dallas County; remove the request for \$900 million of Category 12, 2) Greenbelt/Regional Outer Loop at FM 428 in Denton County; remove \$50 million of Category 2 funds, and 3) IH 30 in Tarrant County; remove \$170 million of Category 2 funds. Mr. Morris also discussed one recommended addition, IH 35 in Denton County. Staff recommended the addition of approximately \$62 million of Category 12 funds and the regrouping of projects on this corridor in order to demonstrate the appropriate commitment to a system of improvements. Mr. Morris reviewed staff efforts, which were also provided in Electronic Item 5.2. He noted that the Regional 10-Year Plan primarily includes

Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The original Regional 10-Year Plan was approved by the RTC in December and has since been through two updates. Projects proposed for the current Regional 10-Year Plan update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2A) projects approved by the RTC that have not been approved in the UTP, 2B) projects that are being proposed for the first time for RTC approval, 3) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 4) projects proposed to be removed from the 10-year Plan project list, funded with other sources, or are future candidates for funding. He also discussed the requirement for projects to be scored and noted that details were provided in Electronic Item 5.3. Regarding the corridor preservation program, he discussed the importance of right-of-way acquisition to TxDOT and that staff has updated funding allocations for these activities in the Regional 10-Year Plan as requested by TxDOT Austin. A timeline for the effort was reviewed. He noted that upon RTC approval of the item, a letter from the RTC Chair will be transmitted to the TTC regarding the RTC's desire to partner with the TTC on Category 12 projects. He added that if ongoing negotiations necessitate additional changes, those changes will be brought back to the RTC for approval. Rickey D. Callahan asked if there was a timeline for future funding of Lower Stemmons. Mr. Morris noted current studies with the City of Dallas regarding US 175 to help relieve congestion on IH 45 and IH 30. He noted that discussions are ongoing with the City of Dallas and that staff stands ready to come back to the RTC with a proposal to move forward. He added that the focus has been on IH 30 and that once efforts on IH 30 have concluded, focus can then be placed back on the IH 35E/Lower Stemmons project. Charles Emery discussed Loop 9 north of US 380 in Collin County and asked why the same term is not used for the corridor in Denton County. Mr. Morris noted that in Denton County the old Loop 9 corridor was referred to as the Outer Loop. The Outer Loop corridor comes across north of US 380 to the Outer Loop in Collin County. He noted that he believed the term Loop 9 is used for the frontage road system in the southern section of Dallas County. Mr. Callahan asked if Loop 9 is simply a placeholder name for the corridor. Mr. Morris noted that the name of the corridor would be left to the advocates. He added that the focus is on right-of-way preservation to build the corridor between IH 45 on the east and IH 35E on the west to help increase the number of high-paying jobs in the area. A motion was made to approve the proposed 2019 Regional 10-Year Plan project listing provided in Electronic Item 5.1. Action also included approval to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. In addition, action included creating partnerships initiated by the Texas Transportation Commission on Category 12 projects and, if necessary, bringing back the resulting changes to the Regional Transportation Council for approval. Kathryn Wilemon (M); Theresa Daniel (S). The motion passed unanimously.

6. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative items. She noted that Democratic Congressional leaders have met with the President on a possible infrastructure bill. The two sides agreed to work towards a \$2 trillion bill. However, there is no agreement on the funding mechanisms. In the past, President Trump stated that he supports a gas tax, but Senate Minority Leader Schumer announced that a gas tax would not be supported unless parts of the 2017 income tax cuts are rolled back. This statement is considered a nonstarter because it is in conflict with one of the President's signature legislative accomplishments. A follow-up meeting has been announced and is expected later in May. In addition, she noted that the President is expected to propose a funding plan. Financing was the term used, which suggests public-private partnership may be part of the

infrastructure bill. Ms. Hernandez also provided an update on the Texas Legislature, of which only 18 days remain of the regular session. Most of the recent action has been related to the State budget, property tax, and school finance reform. All have passed both chambers with different versions and are in conference committee. Shortly after the April RTC meeting, conferees were announced to work out the differences in the budget bills. Conferees will next release a Conference Committee report, which must be adopted by the full chambers of the House and the Senate. No other changes can be made to the recommendations. Ms. Hernandez also highlighted some of the testimony North Central Texas Council of Governments (NCTCOG) staff was asked to give at recent committee hearings. She noted that Michael Morris was asked to testify at the House Transportation High-Speed Rail Subcommittee. All bills heard would have limited the Dallas to Houston high-speed rail project making it difficult for the project to go forward. In addition, many property owners testified on eminent domain. Three bills were approved out of the committee with all others left pending. Ms. Hernandez also discussed SB 1070 that was heard in the Senate Natural Resources and Economic Development. This is the Local Initiatives Projects (LIP) bill on which counties provided language to Senator Watson. A committee substitute was approved that focuses on transportation projects that would have an air quality benefit and includes the emissions task force. Counties would be able to opt in and collect the same fee as part of the regular emissions inspection. As written, counties would have to opt back into the program. The bill was approved in committee last week and placed on the Senate intent calendar but must be heard on the Senate floor and out of the House committee by May 18. It was clarified that the amendment includes that the previously collected funds be returned to the counties from which they were collected as long as the funds are included in the final budget. These funds total approximately \$140 million throughout the state. Ms. Hernandez also highlighted other bills of priorities. HB 1951 in its original form would have implemented Comprehensive Development Agreement restrictions, allowed two larger projects per year if no other funding is available, touched on system finance, and included toll-related enforcement. The bill no longer touches on system financing and staff provided communication with some involved in order to amend. The bill was postponed on the calendar of the House floor. HB 1631 would prohibit red light cameras and was amended to grandfather cities with contracts, so cameras would not be removed immediately. The bill was approved on the House floor and has been sent to the Senate. HB 3725 would create a Texas Emissions Reduction Plan trust funds so that funds would not have to go through the legislative appropriations process. The bill was recently referred to the Senate Natural Resources and Economic Development committee. SB 692 would extend the sunset date for Proposition 1 funding to 2034 and was approved in the House Committee on Appropriations. She noted that staff will continue to provide updates to members. No action was requested on the item.

7. **National Highway System Review:** Berrien Barks briefed the Regional Transportation Council (RTC) on the National Highway System (NHS) review that recently commenced. The update process was prompted by the Federal Highway Administration (FHWA) and is being carried out by the Texas Department of Transportation, Transportation Planning and Programming Division (TxDOT PPD) in Austin in conjunction with metropolitan planning organizations throughout the state. The overall goal of the NHS is to support the movement of people and goods taking into consideration population centers, international border crossings, major military installations, and intermodal facilities. The NHS was originally designated in 1996 with major additions in 2012 as part of Moving Ahead for Progress in the 21st Century legislation. A map of the current NHS in the region was highlighted. It consists of roadways mandated by federal law and includes the interstate highway system and non-interstate strategic highway network that is designated by the Department of Defense.

Another important component includes TxDOT on- and off-system arterials designated in coordination with local transportation officials. Mr. Barks noted that through this review, North Central Texas Council of Governments (NCTCOG) staff's recommendation is to keep much of the NHS intact, and the review will not include removal of any facilities from the system. However, NCTCOG plans to submit recommendations to add facilities to supplement those currently included in the system. He also noted that performance targets must be tracked for the entire NHS system including pavement and bridge condition, safety, congestion, and travel time reliability. NCTCOG also addresses off-system NHS pavement conditions which it feels as though it can address through this process. In addition, NHS projects must adhere to FHWA-approved design standards. An overview of the partner agency NHS review process was highlighted. In February 2019, TxDOT TPP met with NCTCOG and TxDOT district staffs and provided a list of suggested NHS modifications for evaluation. Currently, NCTCOG and TxDOT district staffs are reviewing the suggested modifications using FWA criteria as well as internal criteria. During this time, NCTCOG staff have also asked for local government concurrence through workshops. Once completed, NCTCOG staff will provide coordinated, suggested modifications to the NHS to TxDOT PPD who will review suggested modifications and submit the information to FHWA for review and approval. A timeline for the effort was reviewed, which will conclude with a request for action on the proposed modifications in October by the Regional Transportation Council.

8. **2021-2024 Transportation Improvement Program Development:** Brian Dell provided an overview of development efforts for the 2021-2024 Transportation Improvement Program (TIP). The TIP is the region's federal and State mandated inventory of projects funded with various local, regional, federal, and State sources and covers four years of available funding. The document is redeveloped every two years, modified on a quarterly basis, and must be consistent with the region's Metropolitan Transportation Plan. Development of the new TIP begins with a review of all existing projects and additional locally funded projects with implementing agencies. North Central Texas Council of Governments (NCTCOG) staff will solicit necessary revisions to project scopes, schedules, and funding. Staff will then develop revised project listings that will be financially constrained against the available estimated revenue in the latest Unified Transportation Program. A Mobility Plan and air quality review will then be conducted, with the information then presented for public review and comment and brought back to the Regional Transportation Council (RTC). Emphasis areas during project discussion with implementing agencies will focus on projects that are on the Milestone Policy list, Federal Highway Administration (FHWA) Inactive List, and FHWA Preliminary Engineering Audit list and will also include projects that are funded through the Transportation Alternatives Program or Transportation Alternatives Set-Aside Program. Projects requested to be placed in the first year of the TIP (FY2021) will receive additional scrutiny. Finally, during this process, staff will be looking to close out projects funded with Regional Toll Revenue funds. A timeline for this effort was highlighted. Meetings with implementing agencies will begin in the next few months and continue through the summer. Action is anticipated on the final list of projects by the RTC in May 2020. Upon approval, the final listing will be submitted to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program and to federal partners in late summer/early fall 2020. Members were encouraged to prepare the appropriate staff for upcoming meetings to ensure that the information provided is accurate and current. This includes schedule information and status reports by phase for each project, as well as cost information and the status of agreements. Details on the 2021-2024 TIP development process, timeline, and focus areas were provided in Electronic Item 8.

9. **Transit Studies Stakeholder Meeting:** Shannon Stevenson presented upcoming transit studies approved by the Regional Transportation Council (RTC) last year. The North Central Texas Council of Governments (NCTCOG) received several requests for assistance with developing a comprehensive approach to planning and implementing transit services outside of transit authority service areas in Collin, Dallas, and Tarrant Counties. The RTC approved \$2 million for the studies and NCTCOG is seeking stakeholder input on development of the procurements. Maps were referenced for each of the study areas and reflected cities within and outside of the transportation authority service areas. Transportation Management Associations (TMA) were also noted. For Collin County, the Cities of Frisco, McKinney, Allen, Plano, Richardson, and Wylie requested planning assistance with the study focused on short and long-range options. The Dallas County transit study request was received from the Best Southwest partners of Lancaster, Cedar Hill, DeSoto, and Duncanville. This transit study will also focus on short- and near-term solutions. In Tarrant County, the Tarrant County Mayors Council requested service for all cities outside of the Trinity Metro service area. The Cities of Forest Hill, Everman, and Crowley are areas where pilot studies are being conducted as part of funding approved last year. The study will focus on short- and near-term solutions. Ms. Stevenson noted that the City of Fort Worth is also conducting a transit review in which NCTCOG staff are currently engaged. Elements to be included in the studies are universal across all three areas with the exception of Dallas County who requested consideration of the movement of goods in addition to people. Details were provided in Electronic Item 9. The tentative schedule for the effort was highlighted. Stakeholder meetings in Collin County will begin later in May. Dallas County meetings will be scheduled in June and Tarrant County meetings in July. NCTCOG staff have begun engaging technical staff on the development of the scope and will also engage elected officials. Additional information is available at www.nctcog.org/transitstudies. Michael Morris added that NCTCOG is ready to begin the detailed planning efforts of the Frisco rail line that extends from the Trinity Railway Express to the Cotton Belt and north to Frisco. As part of that process, staff will engage the Denton County Transportation Authority on efforts to extend its rail line to the Cotton Belt corridor. There may be some economies of scale to advance the Collin County study. Staff will also consider a people-mover system in west Plano connecting larger employers. As the McKinney study proceeds, staff would like to engage Dallas Area Rapid Transit regarding extending the right-of-way it owns towards McKinney and to determine the early, middle, and long-term use of the corridor. He noted that after the end of the legislative session, NCTCOG may bring back the transportation authorities to discuss how to solve the associated institutional barriers. Roy Brooks discussed the three transit pilot projects in Tarrant County and thanked the RTC for funding the projects. Sue S. Bauman discussed the stakeholder meetings and asked where the meetings would be held and if notifications will be sent. Staff noted that Collin County stakeholders' meetings were scheduled at the NCTCOG offices. Notifications have been sent to Surface Transportation Technical Committee members and can also be provided to the RTC. Ms. Bauman indicated she would like to receive the notifications. She also noted that some areas inside the transportation authority service areas on the maps also were included in the studies such as Plano and Fort Worth. Staff noted that the request in Tarrant County was from the Tarrant County Mayors Council who represents all cities in Tarrant County. Plano was an original signatory to the study request in Collin County. Mr. Morris noted that part of the institutional barrier in the past is the interface between the areas within and outside the transportation authority service areas and options to move forward without alienating members. He added that efforts were initiated beginning with the technical committee in order to better understand the cumulative requests prior to discussion with the policy board members. Ms. Bauman stated no preference for the order of meetings but noted that breaking down the institutional barriers requires policy board members.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 13, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:21 pm.