

**REGIONAL TRANSPORTATION COUNCIL**  
**August 13, 2020**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through September 7, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the August 13, 2020, meeting of the Regional Transportation Council was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Ceason Clemens (representing Mohamed Bur), Loyl Bussell, Dianne Costa, Theresa Daniel, Pat Deen, Rudy Durham, Kevin Falconer, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Ron Jensen, Jungus Jordan, John Keating, Mike Leyman, Bobby Stovall (representing David Magness), Curtistene McCowan, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley, Philip J. Ritter, John Ryan, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh.

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. Regional Transportation Council (RTC) Chair Roger Harmon asked if there were any public comments. Dane Cofer commented he believed Dallas Area Rapid Transit is in violation of Texas Transportation Code Chapter 452 Sections 303 and 304 for the implementation of the Cotton Belt and that the Texas Department of Transportation indicated the RTC has jurisdiction for the non-safety portion of this chapter.
2. **Approval of the July 9, 2020, Minutes:** The minutes of the July 9, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **National Highway System Review:** Regional Transportation Council approval of the revised National Highway System (NHS) for roadways was requested. A detailed listing of the proposed modifications to the NHS was provided in Electronic Item 3.1.
  - 3.2. **Endorsement of State of Good Repair Grant Application Submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit, and Trinity Metro:** Endorsement of the grant application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair Program, submitted on behalf of the Trinity Railway Express, Dallas Area Rapid Transit, and Trinity Metro was requested. Information about the proposed grant application project was provided in Electronic Item 3.2.
  - 3.3. **Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program: S.M. Wright:** Regional Transportation Council approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program was requested. Details of the proposed project were provided in Electronic Item 3.3.

A motion was made to approve the items on the Consent Agenda. Theresa Daniel (M); Curtistene McCowan (S). The motion passed unanimously.

This following item was removed from the Consent Agenda by staff.

- 3.4. Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program: Goods Movement: Action was not requested because the Texas Department of Transportation decided to no longer pursue the Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant application submittal. Staff will bring back intermodal facility elements of this item for approval outside of the grant opportunity at the September 10, 2020, RTC meeting.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation Report. He discussed recent presentations on the Regional Transportation Council (RTC) COVID-19 #00X Program. In addition, he noted that the RTC will continue to meet remotely under current conditions and explore future options. He also noted that Loyl Bussell, Texas Department of Transportation (TxDOT) Fort Worth District Engineer was retiring and thanked him for his dedication to the region. Several members expressed their appreciation to Loyl Bussell for his work as the TxDOT District Engineer, as well as all the positions he held during his tenure. Mr. Morris reminded members that comments are continuing for the 2021 Unified Transportation Program. In addition, the Denton County Transportation Authority has decided to withdraw its request for assistant on a transit survey and will work with the North Texas Commission and others on surveys that are already being conducted. He discussed the \$300,000 in RTC Local funds requested as interim funding for air quality initiatives during the transition between multiyear agreements with the Texas Department of Transportation. Agreements have been signed and staff anticipates the total needed is closer to \$100,000. The submittal deadline for the 2020 TxDOT Highway Safety Improvement Program Call for Projects is October 1, 2020. Details were provided at <https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>. Information about upcoming Dallas-Fort Worth Clean Cities events was provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and about current air quality funding opportunities for vehicles at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. A status report on the current ozone was provided in Electronic Item 4.1. Details about the Environmental Protection Agency's proposal to retain the existing National Ambient Air Quality Standard for Ozone was available at <https://www.epa.gov/newsreleases/ozone-pollution-continues-decline-under-president-trump-epa-proposes-retain-existing>. Electronic Item 4.2 contained an update on Texas Volkswagen Environmental Mitigation Program funding and Electronic Item 4.3 contained the August online input opportunity notice. The 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.
5. **COVID-19 Infrastructure Program Funding (COVID-19 #00X Program):** Christie Gotti presented project recommendations for the COVID-19 Infrastructure Program. As a result of the economic setbacks experienced due to the COVID-19 outbreak, there is an urgency to implement projects that help stimulate the economy like infrastructure investments made in 2009 through the American Recovery and Reinvestment Act. North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action in partnership with local agencies and that are in line with existing Regional Transportation Council (RTC) policies outlined in Mobility 2045. Projects proposed in this round of investments target better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety. The first two proposed projects are part of a larger partnership with Aledo Independent School District (ISD) to avoid locating

schools on major roadways. The first project includes a stub-out road from FM 5 to the new elementary school scheduled to open in August 2021. Staff proposed the right-of-way be donated by Aledo ISD, \$1 million in Regional Toll Revenue (RTR) funds for construction, and \$1.5 million from Aledo ISD (including \$500,000 match to the RTR funds) for construction. The Texas Department of Transportation (TxDOT) has already funded a \$4.7 million roadway improvement along FM 5 to help improve connections in the area. As part of this effort staff proposed to use RTR funds, of which there are minimal amounts available in the western subregion, through an RTR/federal funding swap with Denton County that will be discussed later in the presentation. The RTC policy addressed through this project is better school integration. The second Aledo ISD project is improvements at the site of a new middle school. The project scope is realignment of Old Weatherford Road from FM 3325 to east of Coder Drive, including turn lanes at intersections and a pedestrian side path. Morning Star Development, the developer of a project to the north, has committed to paying for certain aspects of the roadway and has committed \$2 million for design. Staff proposed to use \$500,000 in RTR funds for right-of-way acquisition and an additional \$10 million in RTR funds for construction. The developer will pay an additional \$2.4 million in approximately four years, after construction is completed, which partially repays the RTC's commitment. RTR funds are proposed from the Regional West Set-Aside account and the RTC policy addressed is better school integration. The third proposed project is a series of intersection and bicycle/pedestrian improvements proposed near the Tarrant County courthouse. Staff proposed to fund the intersection improvements and a small realignment of Main Street at this time and to consider the bicycle/pedestrian component contingent on private-sector commitments being realized for a park in the area. The project improvements are on Main Street (Business 287) from Trinity River to Weatherford Street. These improvements include traffic calming and curb extensions to reduce traffic lanes and adjusting the turning radius of Main Street, as well as the elimination of the bail-out lane. Downtown Fort Worth Inc. has secured a commitment of \$775,000 to pay for the design. Tarrant County has committed \$1 million for construction. Staff proposed a \$660,000 State match for the on-system portions of the project, \$4 million in Congestion Mitigation and Air Quality Improvement Program funds, and \$2.64 million in Surface Transportation Block Grant Program (STBG) funds. RTC policies addressed include air quality, bicycle/pedestrian implementation, safety, and ADA compliance. The next proposed project is a pedestrian crossing at IH 35E from the Dallas Design District to the Dallas Area Rapid Transit (DART) Victory Station. The State has agreed to pay for the design, which is currently estimated at \$350,000. Staff proposed \$2.8 million in Dallas County RTR funds for construction. The \$400,000 local match, plus additional funds for amenities will be paid by the private sector and TIF district funds for items such as lighting, crosswalks, a traffic signal, and landscaping. RTC policy positions addressed included bicycle/pedestrian, air quality, and safety. Also in the Dallas area is the Bachman Lake Area Planning Study project. The planning study will identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, the DART Bachman Station, and Love Field Access. The area of review is bounded by Mockingbird to the south, IH 35E to the west, Inwood Road to the east and Royal Lane to the north. Staff proposed \$800,000 STBG funds and \$200,000 RTC Local funds for the project. RTC Local funds will be used as the local match to begin project implementation until federal funds become available. If the RTC Local is mostly expended before access is gained to the federal funds, Transportation Development Credits are proposed for the match instead. This policy addresses RTC policies for bicycle/pedestrian, safety, and air quality. The next proposed project is a freight project along FM 429 in Terrell. Union Pacific is proposing to construct siding track in the area, which creates the need for better roadway integration. Currently, there is an offset intersection of US 80 and FM 429. Staff proposed realignment of the offset intersection and an appropriate, safe at-grade crossing. The project is estimated at approximately \$10 million and staff proposed \$8 million STBG funds and a \$2 million State match. RTC policies addressed include freight and safety. Ms. Gotti discussed the proposed federal/RTR funding swap. As part of the

ARRA program in 2009, RTR funds were traded from the west to the east leaving the western subregion has limited RTR funds. Unfortunately, some of the implementation timelines for the proposed projects are sooner than federal funds may be available, so staff has worked with Denton County to identify unexpended RTR funds on IH 35E. Staff proposed to swap \$30 million in RTR funds from Denton County with \$30 million in STBG funds to cover the projects in this partnership program in the western subregion and leave a balance for future non-federal needs in the west. STBG funds will be used on a currently unfunded project in Denton County. If the Denton County project were to need additional funding, the balance would be paid with Category 2 funds to fully fund the selected project. Staff also proposed that the Denton County project is not identified until after the Texas Transportation Commission selects projects through its Unified Transportation Program action this summer. Glen Whitley noted the \$30 million RTR funding and that he would like to do everything possible to help the North Texas Tollway Authority (NTTA) get the SH 360/SH 161 Connector to implementation. Completion of the connector will help with potential future extension of SH 360 to Hillsboro, taking pressure of IH 35E and IH 35W. RTC Chair Roger Harmon and Mike Leyman indicated they were both supportive of the extension of SH 360 south. Ms. Gotti noted the SH 360/SH 161 Connector is discussed frequently with TxDOT and NTTA, but added she was not sure non-federal RTR funds would be the appropriate funding for a project that may ultimately be considered on system. However, the funding swap will leave a balance of funding available for future projects the RTC decides to fund. Michael Morris noted that staff will reengage the North Texas Tollway Authority to discuss potential options for the SH 360/SH 161 Connector project. He added that NTTA is a willing partner but must monitor its cash flow especially due to the current COVID-19 environment. In addition, Hill County is outside the region. A letter requesting the Texas Transportation Commission to partner with the RTC to explore an extension of SH 360 of the current terminus will be necessary. Cara Mendelsohn noted that an increasing number of homeless encampments are being seen in Dallas. The IH 35E project in Dallas is on TxDOT land and there have been ongoing discussions regarding the lack of enforcement and resolution of the encampments. She asked what environmental design considerations and elements have been incorporated and if there are any specifications on responsibilities for homeless encampments. Mr. Morris noted the delegation of responsibility for TxDOT right-of-way is on a corridor by corridor basis. To a large extent, TxDOT is willing to delegate that responsibility to the city as part of the agreement and it is a frequent topic of discussion between cities and TxDOT. In some communities within the region TxDOT has retained the supervision of their right-of-way, in others the cities have requested the responsibility be delegated to them. When roadways are being designed, considerations for items such as homeless encampments are incorporated into the design. He added he would share the history of this subject in the City of Dallas with Ms. Mendelsohn by email. Dianne Costa asked when the Texas Transportation Commission is expected to act on the projects in the 2021 Unified Transportation Program. Ms. Gotti noted that action is anticipated at the August 27, 2020, Commission meeting and that staff will present an update to the RTC on the Regional 10-Year Plan based on the Commission action. A motion was made to approve the funded projects outlined in Electronic Item 5.1 and Electronic Item 5.2, including the exchange of \$30 million Surface Transportation Block Grant Program funding for \$30 million Regional Toll Revenue funding with Denton County. Action also included approval for staff administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Ann Zadeh (M); Rick Grady (S). The motion passed unanimously.

6. **High-Speed Rail and Hyperloop Update:** Michael Morris provided an update on progress by Texas Central Railway on high-speed rail from Dallas to Houston. The Surface Transportation Board has ruled Texas Central Railway is a railroad and federal approval of the environmental document is anticipated soon. Staff will continue to monitor the project and watch for financial

closure of Texas Central in advance of the upcoming Texas legislative session. In addition, the Tier II high-speed rail environmental study is underway between Dallas, Arlington, and Fort Worth. The next year will be focused on potential technologies including hyperloop, magnetic levitation, and traditional high-speed rail. Regarding the Hyperloop Certification Center, the region will not be included in the Phase 3 competitive selection process. Correspondence from Virgin Hyperloop was provided in Electronic Item 6.1. Neither Virgin Hyperloop nor the North Central Texas Council of Governments was able to get State support for the project, which was an important component for the Phase 3 selection. The correspondence reiterated Virgin Hyperloop's interest in its technology being used in the Fort Worth to Laredo high-speed transportation project. Electronic Item 6.2 contained RTC correspondence requesting a presentation by the six impacted Metropolitan Planning Organizations in the Fort Worth to Laredo corridors to the Texas Transportation Commission. Staff will continue to monitor progress regarding high-speed transportation in the region and throughout the State and provide updates to members.

7. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits:** Kevin Feldt presented results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of voluntary policies from Mobility 2045. Entities adopting a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. Projects must not currently be in the Transportation Improvement Program (TIP) and entities must reapply every round. The process to submit applications through the MTP Policy Bundle was highlighted. Examples policies include employee trip reduction, parking management, safe access to schools, land use strategies, idling restrictions, and others. In Round 4, applicants include 19 local governments and 2 transit authorities. Details of the successful applicants, including the proposed TDCs recommended for each, were provided in Electronic Item 7. The policy bundle TDC awards re intended to supplement local funding for federal projects. Through the fourth round of the MTP Policy Bundle, approximately 33 million TDCs are recommended for award to the qualifying agencies. The schedule for this effort was reviewed, with Regional Transportation Council action requested at the September 10, 2020, meeting. Successful applicants are expected to receive formal notification in the September/October timeframe.
8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an update on metrics to help understand the impacts of COVID-19 to the transportation system. Four policy metrics were highlighted: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel responses to areas of Regional Transportation Council (RTC) responsibility and how we preserve those, and 4) prioritization of infrastructure improvements that offset unemployment increases and utilize lower costs. Related to travel behavior response, freeway volumes have rebounded, and activity is nearly back to February 2020 levels as of June. Some of the return is due to the increase of traditional workers and some to the substitution of automobile travel for air travel. Average freeway speeds were also highlighted through June, as well as crash and fatality trends. Transit ridership is slowly improving but remains at an over 50 percent decrease in comparison to June 2019. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain significantly decreased compared to May 2019. Data related to financial implications, the second metric, was highlighted. Reductions in vehicles sales tax, motor vehicles sales and use, and motor fuel tax were discussed as well as the impacts to Proposition 7 and Proposition 1. Toll transactions remain 41 percent lower as of May, and the North Texas Tollway Authority will continue to monitor revenue as it plans for future projects. Impacts to IH 35E TEXpress Lane transactions were also highlighted and improvements are expected for the

June/July timeframe. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region, especially as it relates to air quality. The region has experienced a significantly lower frequency of high, unhealthy ozone level days. Ozone exceedances early during the season despite the significant decrease in emissions from the drop in travel are being reviewed and will be a topic for discussion regarding the influence of emissions from outside the region. Also discussed were efforts by American Airlines to adjust its system, making Dallas Fort Worth International Airport now the busiest airport in the world despite decreased travel. Mr. Morris also recognized transportation authorities for their efforts to provide essential supplies and meals to those in need during the COVID-19 crisis. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs and for a long-term unemployment event, with near-term and long-term transportation investment providing the most benefit. Recent examples include IH 635 East, the Irving interchanges, IH 30 Downton, and IH 35E north of LBJ producing not only jobs in the construction sector as well as general economy sector. Other efforts include high-speed rail and autonomous transit. He also discussed a potential pilot project for the introduction of freeway induction loops in the pavement to recharge electric cars that will be presented in the future. Other projects include SH 183, the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program. Members were encouraged to use slides from the meeting in their entities' presentations. Curtistene McCowan noted it was her vision to see connectivity in the Best Southwest area of Dallas County and other parts of the region where this is currently little or no public transportation is important. She also highlighted work the RTC has done as part of moving the Dallas County Inland Port Transportation Management Association forward. Mr. Morris noted the RTC has funded consultant assistance for three transit studies within the region. He discussed equity issues related to those entities currently paying/not paying into transit and the institutional structure to fund transit equitably. He reminded members that institutional questions of how to implement a level playing field, create incentives for those that are paying into transit to have access to more revenue, and create an opportunity to those who would like to participate in transit through a local government corporation will be brought back to the RTC in October. In addition, the RTC Chair will be asked his interest to hold a legislative workshop in the September-October timeframe. How to advance transit in a COVID-19 environment or the desire to wait until the following legislative session will be discussed. He noted the other important point was the intermodal hub in Dallas. Even though the Texas Department of Transportation is not pursuing the grant, staff is reviewing all the intermodal hubs in the region to focus on the higher-value items related to goods movement capabilities. Theresa Daniel discussed equity and the importance of evaluating current experience and using some of that information to achieve equity and build on current strengths. Mr. Morris noted the focus on goods movement is much more important for the region than other areas because of the lack of access to a seaport. The direction is to look at efforts such as the TMA, partnership with the private sector in Plano, access to schools in Aledo, and others to determine what tool is needed for the specific elements of various projects.

9. **Federal Highway Administration Measure Target Reaffirmation or Revisions:** Chris Klaus provided an update on the latest activities related to regional transportation targets for federally required performance measures. He discussed the longstanding history of performance measurement within the region that includes the federal requirement for inclusion in the long-range metropolitan transportation planning process, as well as regional efforts to document performance through items such as the annual state of the region report, Progress North Texas. Federal performance measures documented by the Metropolitan Planning Organization (MPO) include Safety (PM1), Transit Asset Management (TAM), Transit Safety (PTASP), Pavement and Bridge (PM2), and System Performance (PM3). He noted the focus of this presentation was on

PM3, System Performance, Freight, and Congestion Management Air Quality which contains a series of seven measures related to various aspects of the transportation system: reliability, congestion, mode choice, and emissions. Rulemakings establish a series of four-year performance periods, the first of which began in 2018. On November 8, 2018, the RTC adopted 2020 and 2022 regional targets. Rulemakings also establish the targets can be revisited in the mid-performance period allowing staff to review the 2022 targets previously approved by the RTC. The MPO can choose to reaffirm the existing targets or adopt new ones updated PM3 targets are due to FHWA on October 1, 2020. Details for the desired trend, original targets established in 2018, the updated forecast/trend, and 2020 target recommendation for each of the seven measures related to PM3 were provided in Electronic Item 9. Mr Klaus provided an overview of the 2020 targets staff recommends be revised through this process. Regarding total emission reductions for nitrogen oxides and volatile organic compounds, the increase of reductions is the desired trend. Due to the implementation of projects in 2018 and 2019, funded projects have resulted in greater emissions reductions and 2020 and 2022 trends are significantly increased over original targets. Staff proposed that 2022 targets for nitrogen oxides and volatile organic compounds be revised to reflect the increase in emission reductions identified in the latest forecast/trends. Another measure proposed for revision is truck travel time reliability. This measure represents the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. In 2018, staff originally estimated a target of 1.71. According to new methodologies and data sources, truck travel time reliability seems to be worsening and staff proposed that the 2022 target be revised to 1.90 and an aspirational goal that it does not worsen from the 2020 forecast of 1.83. Staff will be actively addressing freight reliability with programs, policies, and projects to support freight movement and are continuing to support alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address performance as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and TIP. Mr. Klaus noted the RTC would be asked to adopt the proposed adjustments to 2022 regional targets at its September 10, 2020, meeting and updates on the additional federal performance measures would be brought back in the future.

10. **Regional Trails Videos (Postponed from the March 12, 2020, Meeting):** Karla Weaver highlighted a series of videos featuring various regionally significant shared-use trails within the Dallas-Fort Worth region. The Trail of the Month video series is an outreach initiative to make the public aware of the over 700 miles of trails throughout Dallas-Fort Worth and future-planned trails. The video series also highlights current and future investments by the cities and the Regional Transportation Council, as well as the importance of the trails from a transportation perspective, regional connectivity, access to schools and employment centers, community enhancements, and the history of the trails. Local government leaders and staff, trail users, and Friends of the Trail groups were interviewed in the videos to discuss the impact to the community and neighborhood. A top ten set of trail videos were scheduled covering trails in Collin, Tarrant, Denton, and Dallas Counties. Two videos have been delayed and staff hopes to highlight those in the future. Trail of the Month videos are available at <https://www.nctcog.org/trans/plan/bikeped/bikeweb>. Members were encouraged to share the video links in their newsletters, websites, and other outreach initiatives as well as other resources available to entities. As part of this process, staff hopes to identify where more facilities are needed which will help to build out facilities included in the long-range transportation plan.
11. **Clear Path™ Technology Program:** Jeff Hathcock presented information on the Clear Path™ technology that will enhance freight and passenger rail coordination. As outlined in Mobility 2045, passenger rail service is anticipated to increase with the planned implementation of new and

expanded service on existing freight corridors throughout the region. Multiple mobility solutions are needed as the region continues to grow in order to move both people and goods into and through the Dallas-Fort Worth area. North Central Texas Council of Governments (NCTCOG) staff has a history of collaboration and coordination with regional transportation authorities and Class 1 railroads regarding grade crossings, separations and closings, major track projects, project coordination, rail studies, technology solutions, and grant submittals. Clear Path™ technology is a technology solution that monitors and forecasts train traffic conditions, similar to air traffic control systems. The technology provides a data sharing system that allows freight and transit rail providers to access information in a secure environment and enable the exchange of timely, accurate, and actionable information on train movements. This technology is in use in the Greater Chicago Area. Clear Path™ technology current and future considerations for the region will be important for the coordination of freight and passenger train interactions and with the planned growth of both freight and passenger rail. Clear Path would also assist in the management of bottlenecks and identify future projects that would help the rail agencies further maximize their networks and with long-term mobility plan projects. NCTCOG staff will continue to coordinate with senior leadership of the three transportation authorities and all rail agencies operating within the region to establish guidelines and parameters for implementing Clear Path™. Future updates will be provided to the Surface Transportation Technical Committee and Regional Transportation in the October/November timeframe. Mike Leyman noted he is interested in the passenger line going from Fort Worth to Midlothian and that he believes the rail line from Midlothian to Downtown Dallas would be of great interest for workers in the southern part of the region. He asked if there is a timeframe for the project and noted he has met with counterparts in Midlothian and Grand Prairie who are also interested. Mr. Hathcock noted there are multiple lines that are in varying stages of development for passenger rail implementation, and he could provide more information to Mr. Leyman following the meeting. Michael Morris noted that the institutional and funding structure of delivering this regional rail system will be a topic of discussion for the upcoming legislative session. RTC Chair Roger Harmon asked about the short rail line from the center of Fort Worth extending southwest. Mr. Morris noted that the rail line was the TEXRail extension and that this will also be a future topic of discussion. Staff has engaged the Fort Worth and Western Railroad on the path forward.

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 1:00 pm, Thursday, September 10, 2020.

The meeting adjourned at 3:10 pm.