

MINUTES

REGIONAL TRANSPORTATION COUNCIL October 8, 2015

The Regional Transportation Council (RTC) met on Thursday, October 8, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Steve Mitchell (representing Bruce Arfsten), Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Rick Stopfer (representing Mark Enoch), Robert Franke, Sandy Greyson, Mojoy Haddad, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Stephen Lindsey, Travis Ussery (representing Brian Loughmiller), Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Greg Noschese (representing Stan Pickett), Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Cheryl Williams (representing Duncan Webb), Glen Whitley, Kathryn Wilemon, Jeff Williams, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, John Baker, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Natalie Bettger, Brandi Bird, Brandy Bissland, Alberta Blair, Cal Bostwick, Tanya Brooks, Ron Brown, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Dave Carter, Jim Cline, Michael Copeland, John Cordary, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Jory Dille, Kay Duffy, Chris Dyser, Mike Eastland, Traci Enna, Brittney Farr, Kevin Feldt, Bob Golden, Christie Gotti, Christine Graygor, Bob Hall, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Mark Hines, Jodi Hodges, Jessie Huddleston, Donna Huerta, Travis Kelly, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Dan Lamers, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Stanford Lynch, Mickey Marlow, Steve McCullough, Chad McKeown, Monte Mercer, Michael Miles, Cesar Molina, Michael Morris, Jeff Neal, Markus Neubauer, Cynthia Northrop, Mickey Nowell, Nick Page, Tim Patton, John Polster, James Powell, Vercie Pruitt-Jenkins, Molly Rendon, Bill Riley, Tito Rodriguez, Kyle Roy, Jodi Saegesser, Moosa Saghian, Randy Skinner, Franklin Stephens, Shannon Stevenson, Jahnae Stout, Gerald Sturdivant, Vic Suhm, Rhonda Taylor, Lauren Trimble, Karla Weaver, Devin Wenske, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval September 10, 2015, Minutes:** The minutes of the September 10, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve September 2015 out-of-cycle and November 2015 revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.
 - 2.2. **CentrePort Regional Trail Connection for Possible Employer Location:** A motion was made to approve \$2,080,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the City of Fort Worth for a regional trail connection to the CentrePort Trinity Railway Express station and a contingency connection to a potential large regional employer site. Details were provided in Reference Item 2.2.

Glen Whitley (M); Oscar Trevino (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Vonciel Jones Hill for her service on the Regional Transportation Council (RTC). RTC Chair Mark Riley noted the current RTC subcommittees: the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and the Legislation and Finance Partnership Subcommittee. Mobility Plan discussions will be held through RTC workshops and the partnership with independent school districts will be held through workshops entitled Community Schools and Transportation. Brian Wilson noted that the Transportation Department's publication, Charting the Future, was recognized as a recipient of the Silver Quill Award from the Southern Region of the International Association of Business Communicators. Pamela Burns noted that the Dallas-Fort Worth Clean Cities program was recently awarded Most Outreach/Media Activities by the US Department of Energy during calendar year 2014. Efforts reached approximately 3.9 million persons. Details were provided in Electronic Item 3.1. An October public meeting notice was provided in Electronic Item 3.2. September public meeting minutes were provided in Electronic Item 3.3. An announcement for an upcoming Freeway Incident Management Executive Level Course was provided in Electronic Item 3.4. Mr. Morris noted that the Rail-Volution Regional Day event was scheduled for October 28, 2015. In addition, he noted that the SH 161 pilot project utilizing the shoulders during the peak period to reduce congestion has opened. Kelly Selman noted that the project was in the testing period but there has been positive feedback regarding the project. In addition, Mr. Morris discussed the opening of IH 635. Air quality funding opportunities for vehicles was provided in Electronic Item 3.5, and an ozone season update was provided in Electronic Item 3.6. He also noted that the revised National Ambient Air Quality Standard final rule of 70 parts per billion was issued on October 1, 2015. Staff will be working to determine implications to the region. Current east/west equity was provided in Electronic Item 3.7.1 and Electronic Item 3.7.2, American Recovery and Reinvestment Act project updates were provided in Electronic Item 3.8.1 and Electronic Item 3.8.2, recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partners progress reports were provided at the meeting.
4. **Proposition 1 – Phase 2 Draft Listings (Fiscal Years 2016 and 2017):** Christie Gotti presented the Proposition 1 – Phase 2 project listings for FY2016 and FY2017. Approximately \$523 million is available for the Dallas-Fort Worth region. She noted that the Texas Department of Transportation (TxDOT) may revise FY2016 allocations due to lower than expected FY2015 revenues. Staff will come back to the Council with revisions if necessary in the future. As with Phase 1 allocations, projects must be on the interstate highway or state highway system, and must be traditional roadway projects. In addition, staff recommended that project selection continue to focus on projects that are environmentally cleared in time to let in FY2016 and FY2015, consistent with the Mobility Plan, maintain sensitivity to existing projects with funding shortfalls, and continue focus on capacity. Staff recommended that the region maintain the equitable distribution by county across the five-year period and that the region's east/west equity position be maintained, as well. Approximately \$268 million is anticipated in FY2016 and approximately \$263 million in FY2017. Formal approval of allocations is anticipated in November 2015 by TxDOT, and as noted revenues for FY2016 may be revised. Reference Item 4.1 contains a listing of proposed projects, and changes from the Surface Transportation Technical Committee and the Regional Transportation Council were noted in red. Ms. Gotti highlighted graphics showing projects in the region for each fiscal year. Major changes were highlighted: 1) implement a Dallas/Dallas County partnership on IH 635 at Skillman Audelia to finalize the Metropolitan Planning Organization Revolver Fund, 2) change funding on the SH 114/Texas Plaza Bridge project to Category 2/Metro Corridor funds and move the Proposition 1 funds to the IH 20 frontage roads project from Carrier Parkway to FM 1382, 3) fund the State Loop 288 at IH 35E project with RTR, Category 7/STP-MM, and local

funds and move proposed Proposition 1 funds to US 377, 4) replace the maintenance place holder in Rockwall County for the FM 550 maintenance project. Staff will continue to seek Regional Toll Revenue/Proposition 1 partnerships with Dallas and Collin Counties similar to the partnership with Denton County. In addition, potential Proposition 7 funds are being considered for utilization on some projects, especially in FY2018 and FY2019. As noted, staff will continue to refine FY2018 and FY2019 projects in preparation for future Proposition 1 allocations. Still pending are two projects in Ellis and Navarro Counties that were in calendar year 2015 listings. These projects contained State Category 12 funds and had substantial cost savings. Staff is working with TxDOT to determine if the Category 12 funds can remain the project and the savings be used on the Proposition 1 funds. A motion was made to approval of the FY2016 and FY2017 Proposition 1 projects in Reference Item 3 and to amend the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP (STIP) and/or upcoming 2017-2020 TIP/STIP to incorporate these projects and associated funding changes. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Proposition 7 Allocations and Federal Legislative Update:** Amanda Wilson discussed Proposition 7, the proposed constitutional amendment for transportation funding that will appear on the November 3, 2015, ballot for voter approval. At its September 10, 2015, meeting, the Regional Transportation Council (RTC) took a position to support Proposition 7, and there was also discussion about a fair share of the revenue being allocated to metropolitan regions. Ms. Wilson discussed past Texas Department of Transportation (TxDOT) funding allocations, and highlighted the success of Proposition 1 allocations. For FY2015, TxDOT created a stakeholder committee and determined initial allocations to capacity, connectivity, maintenance, and the energy sector. Those categories were then memorialized by the Legislature through the appropriations bill and included a significant increase to the metropolitan areas during the legislative session. Ms. Wilson noted that Reference Item 5.1 included a draft letter to the Texas Transportation Commission thanking it for successful allocation discussions to date and offering to be of any assistance regarding Proposition 7 funding allocations. Ms. Wilson also highlighted the status of federal transportation legislation. Regarding appropriations, a short-term continuing resolution was passed through December 11, 2015. Congress will need to act again by the end of the year. The current surface transportation bill is Moving Ahead for Progress in the 21st Century, of which the most recent extension will expire on October 29, 2015, so either a long-term transportation bill or another continuing resolution must be passed. The Senate passed a bill in the summer and the House has also been working on a bill. The Senate version is a six-year extension with funding identified for three years only so an extension is likely. In addition, a six-month extension was passed through March 31, 2016, for the Federal Aviation Administration. Related to passenger rail, there is no current authorization but the Federal Railroad Administration (FRA) continues to operate through annual appropriation bills. Ms. Wilson highlighted areas of interest to expand the ability of rail to move between metropolitan areas. The Enhancement and Efficiency Act was incorporated into the surface transportation bill, the DRIVE Act. This would increase funding for passenger rail and reauthorize Amtrak. Of importance, the Senate Bill would continue how passenger rail and Amtrak are currently operating. There are three types of programs: the northeast corridor, state supported routes, and long distance routes. These all operate as a system in the country and share revenues and resources. The Senate Bill would keep that as it is now. The House has a different version that would separate out the northeast corridor from other corridors. It would operate on its own resources and could no longer use shared resources. This could limit the possibility of expanding any rail throughout the country. The bills agree on extension of positive train control implementation, added flexibility to the railroad rehabilitation and improvement financing program, and additional state grants for positive train control implementation grade crossing, and relocation.

Reference Item 5.3 is a draft letter to members of Congress expressing support for the Senate provisions of passenger rail to continue to allow flexibility for routes throughout the country to succeed. A motion was made to approve the letter to the Texas Transportation Commission regarding funding allocations provided in Reference Item 5.1 and the letter to the US Congress regarding passenger rail provisions provided in Reference Item 5.3. Glen Whitley (M); Rob Franke (S). The motion passed unanimously.

6. **Mobility 2040:** Dan Lamers provided an update on the development of Mobility 2040, the region's next long-range transportation plan. The current Mobility Plan was last updated through an amendment in 2014. As congestion levels are reviewed for the year 2040, additional transportation options will be needed in the region above and beyond what is adopted in the current Plan. Development of Mobility 2040 includes the review of projects from the current Plan, as well as new corridors being evaluated for potential inclusion. Project prioritization includes categories based on Moving Ahead for Progress in the 21st Century (MAP-21) goals and Regional Transportation Council (RTC) guidance on the use of these goals from recent polling during which members indicated that congestion reduction and safety were top priorities. Mr. Lamers highlighted the roadway project prioritization methodology. Staff is working to review all freeway/tollway corridors to identify others that need improvement and will use a data-driven approach to select new projects to be included. Performance metrics from each of the seven categories will be used to measure projects relative to achieving the national goals: congestion reduction, system reliability, safety, infrastructure condition, freight movement and economic vitality, environmental sustainability, and reduced project delivery delay. Preliminary project category types will be identified such as capital/maintenance projects, reconstruction/widening of existing corridors, new location corridors, and illustrative projects of which there are not enough known details or funding to implement. Transit projects will go through a technical process to evaluate all corridors, and staff will follow direction received from the RTC to keep as many transit lines as possible in the Plan and also enhance transit. Corridors will be reviewed for performance, implementation, and support from local governments and transit authorities. Mr. Lamers noted that at the last Mobility Plan Workshop, interest in tying funding incentives to a bundle of RTC policies was introduced to members. Cities/counties could choose from a list of specific policies in a bundle to meet an incentive requirement. Example policies are the Clean Fleet Policy, Model Ordinance for Unmanned Aircraft Systems, Parking Management Strategies, and the School Siting Policy. Discussion regarding the bundling of policies will occur over the next few months. Lastly, Mr. Lamers discussed financial considerations for Mobility 2040. Despite new revenue, anticipated funding over the next 25 years will not be enough to meet current and future transportation demands in the region. A preliminary concept for Mobility 2040 is to use new revenue to replace some toll-funded projects with tax-funded projects in the near term. Discussions must occur regarding the balance of toll-funded versus tax-funded projects in the near term, as well as in the future. It was noted that a Mobility Plan Workshop is anticipated to be scheduled on November 12, 2015, prior to the RTC meeting. He also noted that a copy of the presentation would be e-mailed to members and posted on the Web site following the meeting.

Michael Morris discussed the potential movement in the region from toll facilities to tax-supported facilities. Development of Mobility 2040 is an appropriate time to take advantage of the opportunity to make necessary adjustments so that projects are ready to implement if Proposition 7 is approved by voters and the federal government moves forward with a six-year transportation bill. He noted that over the past two legislative sessions, opportunities for new transportation funding were implemented and will total approximately \$5.53 billion per year in 2020 if Proposition 7 is approved. A map of the regional managed lane system was highlighted, and he noted that staff will recommend that managed lane projects remain

focused in a core environment and should continue. Because of financial constraints in the past, tolled managed lanes were one of the only tools available to build transportation projects. During Mobility 2040 development, staff will suggest that some of the tolled managed lanes be removed. Since the federal government may move forward with an aggressive bill that uses the National Infrastructure Bank and leveraging tools, the region should keep some leveraged projects in Mobility 2040 recommendations. The State Legislature would like to continue the momentum of Proposition 1 into Proposition 7, creating a pay-as-you-go system. Several legislators are also interested in eventually lifting the tools and tolls. Mr. Morris discussed anticipated funding needs versus the value of the tools and the anticipated shortfall. If approved by voters, Proposition 7 will help meet 29-34 percent of the anticipated need. As a result, staff's proposal is that the region consider moving away from tolls at that, or a slightly higher, percentage, but not do away with tolls completely. He discussed the RTC's responsibility to develop a Mobility Plan that will include a projected population of 10.7 million people by 2040, and how important it is that the region not miss an opportunity to fund a project because the Mobility Plan was constrained to not allowing toll-supported projects. Mr. Morris discussed potential tolled managed lane projects proposed as freeways/high-occupancy vehicle projects. These include: IH 35W from IH 30 to SH 121 and IH 20/US 287 from Green Oaks to IH 820 in Tarrant County; US 67 from IH 35E to FM 1382, IH 35E from IH 20 to the Horseshoe, SH 161 from SH 183 to Belt Line, and IH 635 from Miller to IH 30 in Dallas County; and IH 35E from US 380 to Loop 288 in Denton County. Projects formerly planned as toll roads proposed for consideration as tolled managed lanes include: SH 170 from IH 35W to SH 114 in Tarrant County. Toll roads to be considered as staged freeways include: Loop 9 from US 67 to IH 20 in Dallas County and the outer loop from the Dallas North Tollway to IH 30 in Collin and Rockwall Counties. Finally, new staged freeways include the extension of the Denton Outer Loop from Loop 288 to the Dallas North Tollway in Denton County. In addition, he noted that discussions should continue for US 380 and US 75. Sandy Greyson asked for additional detail regarding the policies mentioned in the presentation. Mr. Lamers discussed policies adopted as part of previous Mobility Plans or through regular RTC business. Staff will review the policies to ensure that they are consistent and will determine a slate of policies that reach the priorities of the region. RTC interest in tying the policies to funding decisions will be discussed. Mr. Morris noted that this is a change in direction in which members may or may not be interested. Most RTC opportunities are through funding of projects, but there are no policies that add value to funding opportunities. Staff will present a set of policies, of which members could determine participation in a subset of the policies that would create an incentive for entities such as lower local match. Ms. Greyson asked if staff was trying to complete this effort in conjunction with Mobility 2040 approval. Mr. Morris noted that it was staff's intention to include this effort in Mobility 2040. Mr. Eads noted that he believed this was hazardous and could be considered a regulation. A common complaint is the federal regulatory environment and the complexity of transportation funding, and he noted that this adds another layer of complexity. Mr. Morris clarified that the intent is not that an entity would not be able to participate, but that the incentive is a lower local share. He noted that details are being developed and will be discussed at the proposed November Mobility Plan Workshop.

7. **Dallas-Fort Worth Region High-Speed Rail Initiatives Update: Mobility 2040:** Kevin Feldt provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth. In the current Mobility Plan, the high-speed rail topic is addressed as a three-station concept in Fort Worth, Arlington, and Dallas. The Regional Transportation Council (RTC) has adopted the policy of regional connectivity and also has incorporated grade-separated and at-grade rail. A map of high/higher-speed passenger rail as it appears in the current Plan was highlighted. Since adoption, staff has been working with partners to investigate options within those alignments. The Texas-Oklahoma Passenger Rail Study (TOPRS), from Oklahoma to South Texas, is a Texas Department of Transportation

(TxDOT) study currently in a Tier 1 environmental analysis. This is a high-level identification of the corridor, and a record of decision is expected in early 2017. The Dallas to Houston corridor is being studied by the Texas Central Partners private group. The Federal Railroad Administration has identified the utility corridor option as the preferred alignment between Houston and Dallas and have also identified two possible station locations in downtown Dallas. The corridor is currently in a Tier 2 analysis with a record of decision expected in the 3rd quarter of 2016. The DFW Core Express Service, where connectivity is identified through the Mobility 2035: 2014 Amendment, is also a TxDOT project. Out of the study, several alignments in the region were identified with the two primary potential alignments identified as the Trinity Railway Express (TRE) and IH 30 corridors. The North Central Texas Council of Governments (NCTCOG) has indicated that the IH 30/SH 360 interchange provides a challenge for high-speed rail, and two hybrid options were presented to TxDOT. The two alignments currently moving forward are the hybrid alignment that takes the TRE from downtown Dallas to the SH 360 corridor down to IH 30 and into Fort Worth. TxDOT will also continue review of the full TRE alignment. The corridor is currently in a Tier 2 analysis and a record of decision is expected in 2017. Staff proposes that the Mobility 2040 high-speed rail plan continue to include the three-station concept for downtown Fort Worth, Arlington, and downtown Dallas. Also recommended is high-speed rail integration to ensure a one-seat ride, continued encouragement of private partnerships, and review of all options for the environmental process. Next steps are to finalize the Mobility 2040 recommendations, work with Arlington on rail connections to the regional rail network, schedule a Multimodal/Intermodal/High Speed Rail/Freight Subcommittee in December to finalize inclusion in Mobility 2040, and to continue coordination efforts with TxDOT, Texas Central Partners, and local governments. Oscar Ward asked if RTC had made a decision regarding the three-station concept and if the TRE corridor was already excluded. Mr. Feldt noted that the three-station concept was approved by the RTC. Mr. Morris noted that there is an option to go from downtown Fort Worth to downtown Dallas on the TRE corridor. Conversations are occurring between the Federal Transit Administration and Federal Railroad Administration about the mechanics of how high-speed rail will operate. By definition, the train would travel over 150 miles per hour (mph) and must be in a protected corridor. There are significant implications to the TRE under this situation. The current RTC plan is a three-station concept and work is currently underway on Mobility 2040 that will include high-speed rail. There is at-grade interest from East Texas to Love Field and the Dallas/Fort Worth International Airport. Staff will continue to provide updates over the next few months regarding the status of high-speed rail, the three-station concept, and the one-seat ride policy. Matthew Marchant asked if the one-seat ride was part of the adopted policy and proposed to be included in Mobility 2040. He also asked if staff had information regarding the cost of the DFW Core Express service. Staff noted that the current policy is a one-seat ride. In addition, current estimated costs for the DFW Core Express service are \$85 million per mile at approximately 35 miles. Mr. Marchant expressed interest in discussing the one-seat ride element during the upcoming Mobility Plan Workshop and also noted the importance that the DFW Core Express service not hamper the Houston to Dallas option.

8. **Emergency Assistance to Texoma Area Paratransit System:** Jessie Huddleston discussed a proposal to provide emergency assistance to the Texoma Area Paratransit System (TAPS) to ensure that its service can continue and its customers are not negatively impacted. TAPS serves 16 counties with public transit and non-emergency medical transportation services. Within the Dallas-Fort Worth region, this includes Wise County and portions of Collin County outside of the Dallas Area Rapid Transit (DART) service area. TAPS operates fixed-route and demand-response bus services and provides approximately 380,000 trips annually, making it one of the largest rural and small urban providers in Texas. It has a \$26 million budget for 2015, made up primarily of Medicaid revenue. One-third of the budget is for public transit through Federal Transit Administration (FTA) grant programs,

approximately \$3 million is from the McKinney Urbanized Area, and approximately \$1-3 million is from the Dallas-Fort Worth-Arlington Urbanized Area, with the remainder from TxDOT for both rural and other small urban areas. This also includes funding to provide job access trips for low-income workers and service for people with disabilities in McKinney, Allen, and Frisco. Ms. Huddleston noted that it was important to remember that all grant funding is required to be paid on a reimbursement basis. In June 2015, the FTA conducted a financial management oversight review of TAPS. Findings were published August 24, 2015, citing material weaknesses and deficiencies in many categories including internal controls, financial reporting, and documentation of accounting records. In September, the TAPS Board of Directors was also informed of agency cash-flow problems and yearend financial projections that showed a deficit. The FTA is requiring that all of the issues be addressed through a recovery plan. The top priority for the TAPS Board and staff to address in the next 30 days is the finalization of its recovery plan. A draft was presented at the October 7, 2015, TAPS Board meeting allowing members an opportunity to make adjustments before action is taken later in October. TAPS is also working to evaluate its service costs, working with local governments to make adjustments, and identifying additional local sources of revenue to leverage available federal funding. At some time in 2015, TAPS stopped paying its vendors and paying money out, meaning that it cannot get reimbursed and causing all State and federal funding to come to a halt. Ms. Huddleston noted that the Texas Department of Transportation Public Transportation Division is sending staff from the Texas Transportation Institute (TTI) to help develop cost-allocation models. Two areas for which the Regional Transportation Council (RTC) can provide assistance were highlighted: 1) use up to \$100,000 in existing transit funds to secure financial consulting services for TAPS to prepare billings and rebuild records to access grant funds and 2) use RTC Local funds to provide a financial backstop for a local TAPS loan for up to \$250,000 to help restart funding through the reimbursement cycle. Michael Morris noted that federal and State auditors have been working at TAPS for approximately six weeks. He also discussed the grant reimbursement process and the importance of determining how much of the issue is related to cash flow. An independent agency will be contracted to send out invoices to begin the reimbursement process. Mr. Morris emphasized that North Central Texas Council of Governments (NCTCOG) staff's current focus is the user. He noted that Jessie Huddleston spoke at the October 7 TAPS Board meeting and that it is in support of the action presented. Lee Kleinman discussed the annual budget for TAPS and asked if the \$250,000 would be sufficient to provide the needed assistance. Ms. Huddleston noted that the \$250,000 may not be sufficient for all needs, but will provide the ability for reimbursement of funds owed through the grant reimbursement process. Mr. Kleinman also asked if there will be any requirements placed on TAPS in order to receive the financial backstop. Mr. Morris noted that there would be no additional requirement by NCTCOG over that required by the State and federal government. Douglas Athas asked about changes in staff or management. In addition, Oscar Trevino noted that while ridership may be an issue, there seems to be significant mismanagement within the TAPS organization. Staff noted that the Board has terminated its Executive Director and has committed, as part of its recovery plan, to do a full staffing analysis. Maher Maso asked that an Executive Summary be provided to RTC members for their review. RTC Chair Mark Riley asked what percentage of the trips were in Wise and Collin Counties, and if those counties have discussed providing assistance to their citizens. Ms. Huddleston noted that the information has been requested from TAPS and that the counties' representatives were discussing options. Cheryl Williams noted that TAPS Board members are appointed by the counties and that all members are elected officials. Board members requested information from TAPS staff, but were not provided the information until recently. In addition, TAPS has not made any requests of Collin County to date regarding assistance to its citizens. She noted that even when TAPS was operating, the county was not receiving full level of service to its users and that she would like to see

user needs addressed in the future versus expanding routes. RTC members discussed if staff believed a decision was necessary immediately since enough information to make an informed decision was not available. Mr. Morris noted that he believed that assistance was necessary at this time in order to help the agency reestablish cash flow to its system. Rick Stopfer discussed the cost of paratransit, noting that it seems important for TAPS to reevaluate its costs for the types of service it provides since estimates do not seem to be accurate. A motion was made to use up to \$100,000 in existing transit funding to secure financial consulting services for the Texoma Area Paratransit System and to use RTC Local funds to provide a \$250,000 financial backstop for a local TAPS loan to permit the federal reimbursement cycle to continue. Bernice J. Washington (M); Glen Whitley (S). Maher Maso amended the motion to include the ability for staff to make a determination not to move forward with financial assistance if the agency cannot survive. Bernice J. Washington and Glen Whitley accepted the amendment.

Discussion continued. Glen Whitley noted that he would like to explore the possibility of TAPS repaying the \$100,000, and Charles Emery requested that a representative from TAPS present to the RTC either at a future meeting or work session. Sandy Greyson asked what may not be funded if the \$100,000 is provided to TAPS. Ms. Huddleston noted that the \$100,000 would be from either FTA funding received for administration of programs or Regional Toll Revenue funding allocated for transit sustainability approved by RTC about three years ago. Mike Taylor indicated that he would be opposed due to lack of sufficient information. Several members asked if staff was aware of how the TAPS Board wished to proceed. Travis Ussery noted that this topic was discussed at a recent McKinney Council meeting due to significant ridership in the city. He noted that he would be voting in support of the assistance. Ms. Huddleston noted that at the Board meeting on October 7, all members of the Board were in support of this assistance as presented by staff and thanked staff for the assistance. Jungus Jordan asked who at TAPS has fiduciary or audit responsibility, and if there is any evidence of criminal activity. Mr. Morris noted that the TAPS Board of Directors has fiduciary and audit responsibility, and any potential criminal activity is unknown. He added that the only path forward to deliver service in the next 30 days was the action presented. Mr. Morris restated the amended motion and member discussion that clarified that the RTC is not taking on fiduciary responsibility of the organization and that efforts should be made to receive repayment of the \$100,000. The amended motion was approved. Mike Cantrell, Jungus Jordan, Scott Mahaffey, Mike Taylor, and Mark Riley were opposed. Clay Jenkins abstained. The motion passed.

9. **HB 20/Development of 10-Year Plan:** This item was postponed to the November 12, 2015, Regional Transportation Council meeting.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** Regional Transportation Council Chair Mark Riley requested that staff provide an update on the Texoma Area Paratransit System item at the next meeting.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 12, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.