

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
October 11, 2007**

The Regional Transportation Council (RTC) met on Thursday, October 11, 2007, at 1:30 p.m. in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Ron Brown, Dorothy Burton, Mike Cantrell, Sheri Capehart, Bill Riley (representing Maribel Chavez), Jan Collmer, Maurine Dickey, Rudy Durham, Loretta Ellerbe, Charles Emery, Mark Enoch, Paul Geisel, Bill Hale, Roger Harmon, John Heiman, Kathleen Hicks, Joe Jaynes, Ron Jensen, Ron Jones, Jungus Jordan, Pete Kamp, Linda Koop, Mike Leyman, Bill McLendon, Becky Miller, Rich Morgan, John Murphy, Ron Natinsky, Rick Stopfer, Tim Welch (Oscar Trevino), Sandra Godfrey (representing Marti VanRavenswaay), Cynthia White, Thad Helsley (representing Bill Whitfield), Renee Lamb (representing Glen Whitley), Kathryn Wilemon, and Paul Wageman (representing NTTA).

Others present at the meeting were: Vickie Alexander, Nancy Amos, Jack Antebi, Gustavo Baez, Sarah Bagwell, Brian Barth, Patrick Baugh, Wes Beckham, Natalie Bettger, Brandi Bird, John Blain, Michelle Bloomer, Michael Bort, Bob Brown, John Brunk, David Cain, Angie Carson, Dave Carter, Bill Compton, Scott Cooner, Michael Copeland, Harold Coppedge, Scarlett Dale, Dave Davis, Gordon Dickson, Jerry Dittman, Jim Driscoll, John Eaglen, Chad Edwards, Kevin Feldt, Cinde Gilliland, Kevin Glovier, Josh Grimmatt, Billy Hardie, Ron Harmon, Jerry Hodge, Mark Holderbrand, Alicia Hopkins, John Hudspeth, James Huffman, Christie Jestis, Butch Jones, Joel Kertok, Dan Kessler, Claude King, Ken Kirkpatrick, Chris Klaus, Tom Krampitz, Kenny Krishnan, Dan Lamers, Rich Larkins, Barbra Leftwich, Sonny Loper, Mark Lorance, Molly McFadden, Arash Mirzaei, Mindy Mize, Michael Morris, Pat Murray, Jeff Neal, Lloyd Neal, Mark Nelson, Michael Nowels, Jeff O'Brian, Lori Pampell, Mike Pappas, Donna Parker, Jayne Peters, John Polster, Travis Pope, Vercie Pruitt-Jenkins, Larry Redden, Carrie Reese, Molly Rendon, Lara Rodriguez, Carrie Rogers, Robyn Root, Greg Royster, Dick Ruddell, Mark Sattler, Chuck Scheohner, Rider Scott, Barry Shelton, Grady Smithy, Neil Strassman, Ted Sugg, Vic Suhm, John Terrell, Kevin Tubb, Alan Upchurch, Carl Utley, Caroline Waggoner, Barbara Walsh, Barb Weigel, Amanda Wilson, Brian Wilson, Erik With, and Scott Young.

1. **Minutes:** The minutes of the September 13, 2007, meeting were approved as submitted. John Murphy (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.

Michael Morris noted that there had been a revision to the 2008-2011 Transportation Improvement Program Modifications. The revision to Reference Item 2.1.1 was distributed at the meeting.

- 2.1. **2008-2011 Transportation Improvement Program Modifications:** A motion was made for approval of the revisions to the 2008-2011 Transportation Improvement Program (TIP) contained in Reference Item 2.1.1. In addition, the motion included approval of the revision in the handout version of Reference Item 2.1.1.

Loretta Ellerbe (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris acknowledged Charles Emery's national recognition by the American Public Transit Association (APTA) as

Outstanding Public Transportation Board Member. Charles Emery noted that he believed that the APTA spotlight was on the Dallas-Fort Worth region primarily due to the leadership of Michael Morris. He thanked Michael for representing the region well.

Michael recognized Mike Nowels and Paul Geisel for their valuable participation on the Regional Transportation Council. He noted that the North Texas Commission had held their annual luncheon and recognized the team of people responsible for putting together the Super Bowl bid. He thanked Lori Pampell, Pamela Burns, Ken Kirkpatrick, and Mark Sattler for their assistance with the transportation element of the bid.

Dan Kessler noted that October 1, 2007, began the new NCTCOG fiscal year and announced seven staff promotions to the program manager level: Michelle Bloomer, Carrie Reese, Jeff Neal, Mike Burbank, Mindy Mize, Arash Mirzaei, Christie Jestis, Lara Rodriguez, and Vickie Alexander. He also recognized senior program managers: Dan Lamers, Chris Klaus, Ken Kirkpatrick, Mike Sims, and Natalie Bettger.

Michael noted that the new Metropolitan Planning Organization Regional Mobility Initiative (RMI) was distributed at the meeting. He also noted that Reference Items 3.1 and 3.2 were public meeting minutes, and mentioned that RTC members had received numerous e-mails regarding F.M. 2499. At these public meetings, it was indicated that there was a section of F.M. 2499 for which additional funds were requested; however, it was not in this section of F.M. 2499. Christie Jestis reviewed the project with Denton County and John Polster. The project has been in progress since 1987, and Denton County voters approved funding for the section 4 of F.M. 2499 in a 1991 bond program. In addition, the project has been in the NCTCOG Mobility Plan since 1993, and subsequent Mobility Plans. Environmental clearance was received in April 2003, the project was added to the 2005 Unified Transportation Program, and RTC/TxDOT Districts approved Category 2-Metro Corridor funds in May 2007. Michael added that the Federal Highway Administration/Federal Transit Authority (FHWA/FTA) confirmed environmental clearance in October 2007 and that the project was ready to be let in November 2007. He noted that several citizens have concerns regarding the original purchase of property, but that F.M. 2499 had been a well documented transportation project and that the project was moving forward. A handout was provided presenting the chronology of F.M. 2499, and it was noted that the handout would be provided to RTC members by e-mail.

Michael continued with the Director's Report noting that Electronic Item 3.3 contained information regarding the Dallas Sustainable Skylines Initiative, Electronic Item 3.4 was RTC Chair correspondence to local governments who have not participated in the Clean Fleet Vehicle Policy, Electronic Item 3.5 provided the latest ozone season update, and that Reference Item 3.10, distributed at the meeting, contained comments to the proposed ozone standard. In addition he noted that Reference Item 3.11, also distributed at the meeting, contained NCTCOG staff response to the ethanol plant inquiry by Mike Cantrell, Electronic Item 3.6 provided the Marketing and Outreach Update, Reference Item 3.12, distributed at the meeting, was an AirCheck Texas flyer announcing a workshop to be held October 30, 2007. He announced that Reference Item 3.13, also distributed at the meeting, contained grant-funded city/county training at the University of Arlington. Michael noted that Reference Item 3.15 contained information regarding the RTC Subcommittee selections and asked each member to review their selection and respond to staff. He added that final decisions would be made and that members would be notified. In addition, Michael indicated that a media release, distributed at the meeting as Reference Item 3.14, highlighted 10 reasons to build the Trinity Parkway and why the citizens of the City of Dallas should vote "no" on the Trinity

Parkway Proposition. Becky Miller announced that a Metroplex Mayors Association meeting had been held on October 9, 2007, and that all mayors that attended were requested to submit a resolution. She added that the City of Carrollton would be passing a resolution in support of the Trinity Project and to vote “no” for Proposition 1. Mark Enoch requested that Reference Item 3.14 be e-mailed to Doug Allen and noted that Dallas Area Rapid Transit (DART) would be considering the Trinity Parkway at its next board meeting. Dorothy Burton indicated that similar resolutions were on additional cities’ agendas. Michael Morris asked that all resolutions regarding the Trinity Parkway be sent to NCTCOG.

4. **High-Emitting Vehicle Program Funding:** Ken Kirkpatrick provided an overview of the High-Emitting Vehicle Program. He indicated that the High-Emitting Vehicle Program (HEVP) was designed to develop and implement programs and initiatives that help reduce pollution from the highest-emitting vehicles. He added that this item included two elements on the agenda. On the consent agenda, action was taken to increase local funding and decrease federal funding for HEVP with no impact regarding the overall funding and to enable seamless implementation of this program. For Item 4, staff requested authorization of funds previously allocated for the RTC Local Administration/Other RTC Initiatives as a reserve contingency funding to support the low income repair and replacement operation specifically related to the administrative costs of HEVP and Low Income Repair, Retrofit, and Accelerated Retirement Program (LIRAP). This contingency would cover a discrepancy with the Texas Commission on Environmental Quality (TCEQ) with regard to how administrative program expenses are calculated for LIRAP. Ken stated that LIRAP originally was approved by the legislature with a 5 percent cap on administrative expenses. In 2002, RTC requested a more vigorous enforcement of program administration and authorized to pay for additional administrative expenses over the 5 percent cap. In 2005 the legislature removed the administrative cap and then TCEQ established an administrative expense limitation in agreements with counties. The following wording is at issue: “the amount provided for administrative costs must not exceed 20 percent of annual expenditures”. TCEQ interprets annual expenditures as limited to the repair and replacement part of the program. NCTCOG interprets annual expenditures as total expenditures. The financial impact regarding the interpretations was shown in Reference Item 4. The financial impact associated with the difference in interpretation may include expenses from June 2005 to what is expected through December 2007. Total administrative expenses are approximately \$1.86 million. NCTCOG interpretation of the administrative cap rule identifies that TCEQ would pay for approximately \$1.09 million of administrative expenses and the HEVP, in support of the AirCheck Texas program would pay approximately \$770,000. The TCEQ interpretation anticipates that TCEQ should pay \$713,000 and the HEVP would take the remainder of the costs which would be \$1.15 million. The impact of that difference is about \$380,000. NCTCOG anticipates that HEVP may be able to support \$25,000. Staff is requesting that RTC authorize a reserve of \$355,000 in RTC Local Funds as a contingency to offset these expenses in the event that NCTCOG and TCEQ are not able to come to a satisfactory agreement. A motion was made to approve a reserve of \$355,000 from RTC Local Funds from TIP project 11889, Administration of Sustainable Development and Local Air Quality Projects/Other RTC Initiatives, for contingency to cover LIRAP administrative expenses potentially exceeding the administrative limitation calculation interpretation by TCEQ. Becky Miller (M); Maurine Dickey (S). The motion passed unanimously.
5. **Partnership Program 2-Final Recommendations:** Christie Jestis noted that staff was presenting a semi-final recommendation for Partnership Program 2-DART portion of the eastern subregion. In April 2005, RTC approved and set aside funds for Partnership Program 2. Staff proceeded to select projects for the western portion of the subregion and for

the Denton County portion of the eastern subregion. Afterwards, approximately \$68 million remained to fund projects in the Dallas County and Collin County area. Twenty-five projects submittals were received and Christie noted that staff was recommending 13 projects for funding and that the project recommendations were detailed in Reference Item 5. She also noted that staff recommendations had been modified due to the three substantial public comments received from public meetings. The Dallas County Utility Reclamation District (DCURD) had submitted projects that were not included in the Partnership Program 2 listing. Christie indicated that a proposed project to fund engineering and an alternative analysis study had been added to the recommendations, but noted that staff requested additional time to facilitate meetings with DART, City of Irving, and DCURD. In addition, a comment was received from the City of Carrollton regarding the Beltline Road/I.H 35 Interchange Depression project. Christie noted that staff proposed that all projects contained in Reference Item 5 (shown in gray with a “recommended” notation) be approved for funding. Page 3 of Reference Item 5 contained three projects listed as “projects pending resolution due to comments from the public involvement process” and would require additional time. She noted that staff was requesting approval of the recommended projects in Reference Item 5, additional time to work on the three pending projects, and the addition of the approved projects to the TIP and STIP administratively. A motion was made to approve the recommended projects in Reference Item 5 and to add those projects to the TIP/STIP administratively. The motion included that staff would be given additional time to resolve the following projects: Belt Line Road/I.H. 35E Interchange Depression, Las Colinas ATP System Small Starts Project, and Irving/Dallas-Fort Worth LRT Extension; recommendations for these projects will be presented at a future meeting. John Murphy (M); Pete Kamp (S). The motion passed unanimously.

6. **Revenue Allocation from S.H. 121 Toll Road Implementation:** Christie Jestis provided an overview of the revenue allocation from S.H 121 toll road implementation and noted the value of the corridor as a toll project is approximately \$6.6 billion available for the corridor. She discussed the distribution variables which included: 1) the adjusted 2030 vehicle of miles travel (VMT) used to determine the funding available for Denton, Dallas, and Collin Counties, 2) NTTA upfront payment of \$2.5 billion, 3) the interest-related reduction of \$40.07 million, 4) NTTA payment of \$833 million; 5) the associated interest-related reduction of approximately \$87 million, 6) the NTTA construction cost estimate in Denton and Collin Counties that included a 20-30 contingency, and 7) the Memorandum of Understanding (MOU) costs for Dallas, Collin, and Denton Counties. Christie highlighted a comparison of funding shares by county based on the adjusted 2030 VMT to account for projects committed through S.H. 121 MOU. The funds available for the 2007 Regional Toll Revenue Funding Initiative reflect the revenue available by county (from the upfront payment), minus the interest-related reduction, previously selected projects, and the cost of construction. She also provided an estimate of possible funding from the Excess Revenue payment. Loretta Ellerbe stated that she understood that the construction costs were being considered a value to the county, but noted that other charts reflected the costs as a deduction, and questioned how something could be a value and a cost at the same time. In response, Christie highlighted several scenario comparisons: 1) if the project is 100 percent gas tax funded prior to tolling, 2) if the project is 100 percent toll revenue funded, and 3) portions of project are funded with gas tax revenue and portions are funded with toll revenue. Michael Morris noted that the three scenarios answer the questions as to why the construction cost is added as revenue and why it is then deducted from each particular county as a cost. Christie Jestis commented that whether the project is already built or still needs to be built, the same amount of revenue will be generated from that facility. Once the revenue is determined, the costs for portions that remain to be constructed must be deducted from the revenue. Loretta Ellerbe stated that

her issue was that staff was referring to two different sources of money; the upfront payment and the money that NTTA has budgeted to build the toll road. She added that NTTA is building the road, so she does not believe that the construction costs should be part of any discussion for Collin or Denton Counties. Michael Morris noted that NTTA is bringing \$600 million in revenue to build this project. If the construction costs were not needed, this 4600 million would be added to the upfront payment. To reiterate, if this project was fully funded, the private sector and NTTA would not have needed any construction money and it would have been included in an upfront payment. Loretta Ellerbe commented to RTC members that the discussion currently involved Denton and Collin Counties, but that future discussions regarding toll roads would impact additional counties, causing them to accept the deduction of construction costs that someone else is paying for. Joe Jaynes thanked Michael Morris, Christie Jestis, and NCTCOG staff for their work. He asked for clarification that approximately \$600 million upfront funding for projects and \$290 million to be deposited in an interest bearing account would be the total benefit to Collin County. Michael Morris agreed and added that decisions would still need to be made regarding the use of the revenue in the interest bearing account to expedite projects. Joe Jaynes stated he had listened to discussion, accepted, and supported the revenue allocation as presented. Loretta Ellerbe asked about discussion regarding reimbursement to entities that spent money on the S.H. 121 when it was believed to be a free road. Michael Morris noted that the entities along the corridor would be working with Bill Hale and Maribel Chavez to review the financial equity that several cities have put into toll roads to use some type of equivalent as a local match. Loretta Ellerbe asked if the negotiation with TxDOT and NCTCOG would be in the form of a written agreement. Michael suggested that a motion could be made to encourage staff to work with Bill Hale and Maribel Chavez to work out a policy to be brought to the RTC along with the projects in December and January that reviews local match abilities. Loretta Ellerbe requested that the motion be separate from the original motion. Charles Emery stated that he had begun working on the S.H. 121 bypass in 1992, and that as a member of a S.H. 121 Bypass Task Force, along with his company and other developers in Denton County, approximately \$40-50 million in current dollars worth of land and paved structure had been contributed for the S.H. 121 bypass. He added that the money was private sector, interest, and bond free money, brought by Denton County, available for everyone's use. He noted that he was not requesting that the funds be considered, but commented that he was disappointed in the \$41 million deduction for construction costs in Denton County. Lastly, he noted that Denton County was spending approximately 1/3 of its money for what he considered a national statewide and regionally significant highway (I.H. 35) that was not necessarily just a Near Neighbor project for Denton County. Charles noted that during the last few weeks of compromising, according to his calculations, Denton County had taken a hit of approximately \$85 million; however, in the interest of being a regional player, he stated that he would be voting for the proposed distribution. Cynthia White stated that she agreed with Charles Emery. She commented that in order for this process to work in the future, members must all be regional minded and that compromises must be made. In addition, she stated that Denton County wanted to be a team player and had demonstrated that verbally, as well as financially, and that Denton County would be supporting the distribution in the interest of regionalism and regional mobility. She also thanked NCTCOG staff and committee members for their dedication. John Murphy asked if part of the proposal was that this be a policy adoption of RTC on how to handle these things going forward or is this going to be a one time event. Michael Morris noted that the Dallas-Fort Worth region was able to build projects because RTC took the leadership to be innovative. He added that he believed that this method followed RTC policy, but that each situation would be unique and would require technical elements that should be presented to RTC in each situation. Loretta Ellerbe made a clarification that it was not her intent to keep Denton County or anyone from receiving the

money that they were promised, and that she did not have an issue regarding the use of the adjusted 2030 VMT. She noted that her issue was regarding the deduction of the constructions costs despite the fact that NTTA was building the road and noted her appreciation for NCTCOG efforts. A motion was made to approve the recommendations for distribution of the S.H 121 proceeds among affected counties as contained in Reference Item 6. Cynthia White (M); Joe Jaynes (S). Loretta Ellerbe opposed. The motion passed. An additional motion was made directing staff to work with the inventory of finances that these and other communities have put in on this corridor and use that as a policy brought back to help use that financial commitment to reduce the local cash match necessary in order to build future projects. Loretta Ellerbe (M); Joe Jaynes (S). The motion passed unanimously.

7. **LBJ Managed Lanes, DFW Connector, North Tarrant Express: Approval of Continued Financial Commitment, Financial Backstop, Revenue Accounting, and Endorsement of Selection Criteria:** Michael Morris noted that this item included a series of policies necessary to move forward three managed lane projects within the Dallas-Fort Worth region: LBJ Managed Lanes (I.H. 635), the DFW Connector (S.H. 121/S.H. 114), and the North Tarrant Express (I.H. 35W/I.H. 820/S.H. 183). He provided an overview of the actions requested. The action included: 1) reaffirm current commitments in the Unified Transportation Program (UTP), and reaffirm the financial backstop for LBJ, 2) create a financial backstop for the DFW Connector (S.H. 121/S.H. 114), 3) create a financial backstop for Phase 1 of the North Tarrant Express (I.H. 820 from I.H. 35 W to S.H. 121), 4) propose that RTC take the risk on the High Occupancy Vehicle (HOV) discount using previously allocated revenue, and 5) approve the criteria that TxDOT uses in the selection process. Michael noted that Reference Item 7 contained an inventory of the current Unified Transportation Program commitments for LBJ, the DFW Connector, and the North Tarrant Express. He then reviewed the Financial Allocation for Tarrant County Priority Projects map and explained the order of priority projects and project allocation. John Heiman asked about the anticipated timing of projects. Michael Morris stated that action was being requested on the policies and the selection criteria today, that paperwork would be provided to TxDOT today, and that information from the private sector was expected in the spring. He indicated that he believed it was critical to have the NTTA Board to take action by resolution regarding their interest in managed lanes to alleviate private sector concerns and provided seven reasons why staff believed it would be important: 1) complaints from existing and previous board members that NTTA staff would declare a position without Board action, 2) RTC process from the Spring of 2007 requesting Board action on S.H. 121 without an initial vote of the NTTA Board, 3) a federal review critical of TxDOT and RTC where NTTA and the private sector were competing against each other at the same time, 4) private sector firms indicating greater risk and less financial assistance without an NTTA declaration, 5) TxDOT letters of August 20, 2007, September 18, 2007, and September 26, 2007, requesting a NTTA declaration consistent with S.B. 792, 6) inaction leading to inflated cost and resulting in few projects being built, and 7) NTTA is moving ahead on projects without completed market valuations; the Dallas-Fort Worth region needs clear communication. Michael summarized staff's recommendation regarding the Financial Backstop/HOV Discounts for these corridors. Michael proposed that RTC commit to a financial backstop and take the risk on the HOV Discount with the HOV Discount reimbursed from funds already committed to the corridor. In return, managed lane revenues would come back to the RTC. A motion was made to approve current commitments in the Unified Transportation Program for LBJ Managed Lanes (IH 635), North Tarrant Express (I.H. 35W/I.H. 820/S.H. 183), and the DFW Connector (S.H.121/S.H. 114), approval of a financial backstop for the DFW Connector, approval of a financial backstop for the first phase of the North Tarrant Express, that RTC take the risk on High Occupancy Vehicle discounts using previously allocated revenue for these corridors,

accounting of revenue related to the DFW Connector managed lanes, and that managed lane revenues return to the RTC due to RTC's financial backstop for these corridors. The motion also included endorsement of the selection criteria to be used in request proposals issued by the TxDOT for projects. Becky Miller (M); Pete Kamp (S). The motion passed unanimously.

8. **Hurst, Euless, Bedford (HEB) Transit Pilot Project Update:** Michelle Bloomer provided an update on Year 1 of the Hurst-Euless-Bedford (HEB) Transit Pilot Project, one of the initial successes of the regional coordination effort. HEB Transit is a partnership between the United Way of Tarrant County, Tarrant County Workforce Development Board, and NCTCOG that assists low-income and transportation disadvantaged individuals in the cities of Hurst, Euless, and Bedford in getting to work and work related activities. HEB Transit provides demand-responsive transportation free of charge to eligible individuals within the service area, including trips to the CentrePort/DFW Airport and Hurst/Bell Trinity Railway Express (TRE) stations. The pilot project provides an opportunity to coordinate with other transportation services offered by American Red Cross, which operates HEB Transit, by leveraging its existing resources in the service area. During Year 1 (August 2006 - July 2007), approximately 1,775 trips were provided to 100 individuals with 75 percent of trips being work related. Michelle highlighted a recent success of the service, stating that prior to HEB Transit a customer had been using a significant portion of her salary on taxi cab fares for transportation to and from work. By utilizing HEB Transit, the individual was able to save over a period of months and purchase a vehicle, allowing them to transition off of HEB Transit. Michelle went on to say that in May 2007 service hours were expanded to provide continuous service from 6 a.m. to 6 p.m. weekdays in May 2007. Prior to the expansion, there was a 4-hour service gap during the day due to the availability of funding. She also mentioned that the cities of Hurst, Euless, and Bedford recently became funding partners by allocating \$5,000 each in their FY 2008 budgets to assist with local funding for the project. Finally, Michelle noted that HEB Transit recently partnered with Travelers Aid DFW Airport to distribute HEB Transit monthly passes to qualified low-income workers at the airport.
9. **Proposed RTC Policy: Managed Lanes, Toll Facilities, and Regional Loop (Expediting S.B. 792):** Michael Morris discussed proposed RTC policies regarding managed lanes, toll facilities, and the Regional Loop to proceed in an expedited process. He reviewed the anticipated priced facilities for the Dallas-Fort Worth region contained in Electronic Item 9.1: existing toll facilities, proposed toll facilities, the Regional Loop, and proposed HOV/Managed lanes. He noted that TxDOT and NCTCOG were currently negotiating these projects one at a time, and suggested the possibility of bundling a set of projects together as an innovative method to expedite the projects. He also suggested that the RTC consider the possibility of prioritizing projects in the Mobility Plan in an effort to proceed with the most important projects first. He noted the importance of ensuring that legacy projects, such as the President George Bush Extension and S.H. 161, not be negatively impacted. Michael also indicated the need to honor all of the allocation of projects regardless of their possible grouping and a possible policy to keep revenue generated from a project within the project. He also noted that need for consistent regional policies regarding right of way, uniform toll rates, and peak period pricing. Michael requested that members make suggestions to staff regarding this discussion. Joe Jaynes stated that Collin County was already working with land owners who are willing to donate land and communicating with Denton, Rockwall and Collin Counties. He noted that a bond election on November 6, 2007, would include budgeting for right of way.
10. **Progress Reports:** Linda Koop noted that the current version of the Local Motion was provided as Electronic Item 10.1, the current Outreach Calendar was provided as Electronic

Item 10.2, the RTC Attendance was provided as Reference Item 10.3, and STTC Attendance and Minutes were provided as Reference Item 10.4.

Mark Enoch noted that there had been a joint editorial board meeting of The Star Telegram and The Dallas Morning News on October 9, 2007, regarding the Regional Transit Initiative during the legislative session in Austin.

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 November 8, 2007, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 p.m.