

AMENDED

MINUTES

REGIONAL TRANSPORTATION COUNCIL December 10, 2015

The Regional Transportation Council (RTC) met on Thursday, December 10, 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, Bruce Arfsten, Douglas Athas, Brian Barth, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rob Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Lee Kleinman), Stephen Lindsey, Brian Loughmiller, David Magness, Carter Burdette (representing Scott Mahaffey), Matthew Marchant, Ray Smith (representing Maher Maso), Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Keith Bilbrey, Brandi Bird, Brandy Bissland, Alberta Blair, Dale Booth, David Boski, Kristina Brevard, Tanya Brooks, Ron Brown, John Brunk, Loyl Bussell, Marrk Callier, Byron Campbell, Jack Carr, Angie Carson, Dave Carter, Sarah Chadderdon, John Cordary, Jason Crawford, Mike Curtis, Roy Davenport, Ruben Delgado, Jerry Dittman, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Christie Gotti, Mike Grace, Tony Hartzel, Jeff Hathcock, Omega Hawkins, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Jodi Hodges, Tracy Homfeld, Jessie Huddleston, Yagnesh Jarmarwala, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Marcus Knight, Paul Knippel, Tom Kramptiz, Garry Kraus, Dan Lamers, Eron Linn, Sonny Loper, Paul Luedtke, Matthew MacGregor, Mickey Marlow, Steve McCullough, Chad McKeown, Michael Miles, Mindy Mize, Cesar Molina, Erin Moore, Michael Morris, Ron Natinsky, Jeff Neal, Sidd Neekhara, Mark Nelson, Emily Nicholson, Bruce Nipp, Cynthia Northrop White, John Polster, Paul Pomeroy, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Chris Reed, Molly Rendon, Cristal Retana, Milton Richter, Bill Riley, Kyle Roy, Greg Royster, Moosa Saghian, Kelli Schlicher, Lori Shelton, Walter Shumac, Randy Skinner, Tom Stallings, Shannon Stevenson, Rick Stopfer, Gerald Sturdivant, Vickie Suhm, Leon Tate, Don Treude, Lauren Trimble, Frank Turner, Travis Ussery, Dan Vedral, Mitzi Ward, Karla Weaver, Kendall Wendling, Devin Wenski, Sandy Wesch, Amanda Wilson, Brian Wilson, Ed Wueste, and Ann Zadeh.

1. **Approval November 12, 2015, Minutes:** The minutes of the November 12, 2015, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Rob Franke (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **General Electric Test Track Funding Proposal:** A motion was made to approve the General Electric Test Track funding proposal, detailed in Referenced Item 2.1, to allocate up to \$3 million in Regional Toll Revenue funds from costs savings from the BNSF Railway Mainline relocation project.

Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized the birthday of Regional Transportation Council (RTC) Chair Mark Riley. Brian Barth highlighted the history of the Texas Road Hand Award, created in 1973 as the highest tribute to public-spirited citizens who freely give their time to champion transportation projects in their area. He recognized this year's honoree, Tarrant County Judge Glen Whitley.

Mr. Morris highlighted items in the Director of Transportation report. Reference Item 3.1 included the 2016 RTC meeting schedule. A draft unmanned aircraft systems (UAS) ordinance was provided in Electronic Item 3.2. Members were requested to provide comments regarding the draft UAS ordinance to staff. In addition, a federal legislative update was provided. He noted that a more complete overview of the bill will be provided to members by e-mail. The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs for five years with \$305 billion in total funding. Highway programs have been increased by 5 percent in FY2016, with a 2 percent increase in FY2017-FY2020. Transit programs have been increased by 8 percent in FY2016, with a 2 percent increase in FY2017-FY2020. Related to the Surface Transportation Program, allocations have been increased from 51 percent to 55 percent. In the Transportation Alternatives Program (TAP), regions may now flex 50 percent of their TAP funds to the Surface Transportation Program. The bill also establishes two new, funded freight programs. In addition, funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program has been cut. The eligibility for different projects is expanding, but revenues are being reduced. Project delivery continues to be streamlined to accelerate the environmental review process. He noted that staff will draft a letter to Congress for the RTC Chair's signature thanking it for the work done on transportation. Air quality funding opportunities for vehicles were provided in Electronic Item 3.3, and Clean Fleet Policy adoption information was provided in Electronic Item 3.4. The December public meeting notice was provided in Electronic Item 3.5. A Proposition 7 Fact Sheet was provided in Electronic Item 3.6. Mr. Morris noted a recent presentation at Congressman Burgess' Summit and the message to the group on the importance of both mobility and safety. Every day since November 2000, a fatality accident occurs on the transportation system in Texas. Electronic Item 3.7 included a photo promoting the Texas Department of Transportation safety initiative, #EndTheStreakTX. Recent correspondence was provided in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were provided at the meeting.

Mr. Morris introduced Bill Magers, Judge of Grayson County and Spanky Carter, Judge of Fannin County, members on the Texoma Area Paratransit System (TAPS) Board. He noted that Mr. Carter and Mr. Magers were available to answer RTC member's questions regarding TAPS, as requested at a previous meeting. Both TAPS Board members thanked the RTC and staff for efforts to provide assistance to TAPS. Charles Emery discussed the \$100,000 approved by the RTC to TAPS for consulting services and the \$250,000 financial backstop. He asked that members be provided a status report regarding TAPS. Mr. Carter noted that TAPS has not been able to find a lender that is willing to provide a loan to the agency. Mr. Magers noted that the \$100,000 is being used for consultants to assist in preparing invoices. In addition, he noted that Grayson County has discussed providing a loan, but is not sure if the county can legally act as a bank. He discussed the reimbursable model of TAPS and that the current cash flow issue. Oscar Trevino discussed the makeup of the TAPS Board and asked why elected officials on the Board did not ask questions before the financial situation was discovered. Mr. Carter discussed the Board membership and the Executive Director leadership. He noted that much of the information was only recently made known to members, and that members should have asked more questions sooner. He

expressed the importance of the service to citizens, and noted that remaining members are working to resolve the issues. Mr. Magers noted that TAPS has been operating since 1986, providing approximately 150,000 trips per year. He discussed the previous Chair of TAPS and noted that TAPS Board members trusted the leadership and believed it to be truthful. In addition, he discussed recent efforts of the TAPS Board to restore the agency. Mr. Magers noted that he believed if TAPS had 60 days of funding to continue operations, this would allow time for the consultants to prepare invoices for reimbursement and determine the status of the agency and a plan to move forward. Lissa Smith asked if members were aware of the total debt, and how much of the debt TAPS owed to the Internal Revenue Service (IRS). Mr. Carter noted that Texoma Area Paratransit System debt totals approximately \$4.4 million, with \$1.1 million owed to the IRS in unpaid payroll taxes. Glen Whitley asked how much money TAPS anticipates will be reimbursed for invoices that the consultants are reviewing. Mr. Morris noted that consultants are reviewing invoices for services paid up to 12 months ago and are working to reestablish cash flow to the entity. Mr. Carter noted that an exact total is not known at this time, but that it is potentially up to \$3 million. Mr. Whitley also asked how many counties remained with TAPS and the monthly cost to keep services to those counties. Mr. Carter noted that six counties currently use TAPS and that approximately \$50,000 per week is needed to sustain current services. Clay Jenkins asked if Board members have given any thought to contacting investment bankers or consultants within the impacted counties for assistance and noted that he would be willing to contact someone for TAPS. Bernice J. Washington discussed the financial issues and expressed how the situation elevates the distrust from the general public for local elected officials. She also offered to contact agencies that could potentially provide assistance to TAPS. Andy Eads asked what part of the MPO area TAPS serves. Mr. Morris highlighted four areas served by TAPS that will be discussed in Item 7: the unincorporated portion of Collin County, the McKinney urbanized area, Wise County, and the southern portion of Collin County that is within the Dallas-Fort Worth urbanized area. Each of these four areas have different funding sources and rules which complicate the situation. Mike Cantrell asked if there was anything that prohibited the six counties still in TAPS from contributing finances to sustain TAPS over the next few months until the status of the agency can be determined. In addition, he asked if there were also cities that were a part of TAPS that could also contribute financing. He noted that the entities could divide the contribution equally to provide the \$250,000 assistance needed, without the need for a bank. Mr. Carter noted that Sherman and Denison were also a part of TAPS. In addition, he noted that entities could be asked to provide financial assistance but that he did not believe the Fannin County Commissioner's Court would approve spending up to \$50,000 for TAPS. Mark Riley discussed the business of the RTC and the willingness of members to help those that help themselves. He noted that if each entity in TAPS were willing to contribute financing, it would send a message to RTC that all parties are willing to be partners to provide assistance to the agency. Mike Taylor noted that he believed members are not against the program, but that it was his opinion that what has occurred at TAPS is fraud and mismanagement. It is difficult for members to provide financial assistance to an agency that has not yet identified the problem or a solution to resolve the problem. He agreed that the counties/cities in TAPS should divide the financing equally and as cash begins to flow back into the agency, determine solutions and come back to the RTC with a plan to move forward. Glen Whitley discussed the previous leadership at TAPS and the members of the Board that have remained despite the current issues. He agreed that entities in TAPS should be willing to provide some financial contribution as demonstration of their commitment. Mr. Magers noted that he was willing to ask the Greyson County Commissioners Court to provide assistance and also discussed assistance currently being provided by the County. David Magness noted that as a STAR Transit Board member, he understands the complications

that are part of transit agencies. He also noted that Rockwall County was willing to provide assistance. Brian Loughmiller discussed the City of McKinney's relationship with TAPS. Providing additional funding to the agency was discussed until McKinney received notification that TAPS was terminating its service to the city. He noted that a consultant was hired to help McKinney develop an emergency plan for service with an alternate agency. Duncan Webb noted that Collin County has not terminated its agreement with TAPS at this time. TAPS terminated its service to rural Collin County, which created the emergency situation. Glen Whitley asked if Collin County had any members on the Board at the time that TAPS voted to terminate service in Collin County/City of McKinney. Mr. Loughmiller noted that a majority of the Board voted to terminate service. He noted that the City of McKinney was notified that TAPS was terminating service and then the City notified them that based on their termination of service the relationship with TAPS was terminated. Mr. Magers clarified that the TAPS Board Chair, from Collin County, resigned along with two representatives from the City of McKinney and that service to Collin County was then terminated. Mr. Morris reminded members that Mr. Magers and Mr. Carter were not before the RTC to request funding, but at the request of members to answer questions. Agenda item 7 includes emergency action to provide assistance to the agency, listed separately on the agenda.

4. **Second and Final Installment of the Metropolitan Planning Organization Revolver Fund and Partnership with City of Dallas and Dallas County:** Christie Gotti presented a request for action to approve the final two project funding exchanges needed to create the remaining \$4.577 million of the \$10 million Metropolitan Planning Organization (MPO) Revolver Fund. In September 2015, the Regional Transportation Council (RTC) approved the initial round of MPO exchanges with Dallas County and the Texas Department of Transportation for the Revolver Fund. Previously approved projects included SH 352 for \$2.015 million and Pleasant Run Road for \$3.418 million. Background information was provided in Electronic Item 4.2. North Central Texas Council of Governments (NCTCOG) staff has been working with the City of Dallas and Dallas County and has identified two projects that are on-system (eligible for Category 12 funds) and that have existing local funds. The first project, IH 635 at Skillman/Audelia, is a partnership with the City of Dallas and Dallas County for \$4.377 million and is a portion of existing City of Dallas/Dallas County funds. The local funds will be reallocated to the Revolver Fund in exchange for a corresponding amount of Category 12 funds. In addition, \$60.23 million in previously approved Proposition 1 funds are proposed to fund the balance of the project in FY2019. As Proposition 7 or other funds become available, staff may request to change the funding source in order to advance the project to FY2018, if possible. The second project, SH 183/Midtown Express, is located in the cities of Irving and Dallas. For this project, \$200,000 in Dallas County funds will be reallocated to the Revolver Fund in exchange for a corresponding amount of Category 12 funds. She noted that the project was previously funded and that the scope of the project is not changing. A motion was made to approve the funding allocations/transfers identified in Reference Item 4.1 as a result of the MPO Revolver Fund creation, adding \$4.577 million to the MPO Revolver Fund for a total of \$10 million, and to approve staff to administratively amend the changes to the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administration/planning documents. Mike Cantrell (M); Bernice J. Washington (S). The motion passed unanimously.
5. **Mobility 2040: Approval to Go to Public Meetings:** Dan Lamers provided an update on the development of Mobility 2040, the next long-range transportation plan for the region. Draft recommendations are proposed to be presented at public meetings over the next

30 days for public comment. Mr. Lamers noted that much of the information has been covered in detail at the previously held Mobility Plan Workshop and RTC meetings. Electronic Item 5 included a more detailed presentation for member review. Guiding principles for development of the Plan were highlighted. In addition, the cost estimate was reviewed. Draft Mobility 2040 expenditures total approximately \$108.9 billion over the life of the Plan. He noted that the total for expenditures may change slightly due to projects being fine-tuned and the inclusion of high-speed rail costs for the region. A motion was made to approve staff to present draft Mobility 2040 recommendations at public meetings in December 2015. Glen Whitley (M). Jungus Jordan (S). Discussed was held.

Monica R. Alonzo asked for an explanation of the public meeting process. Michael Morris discussed the public meeting process, noting that three meetings will be held in December 2015 at which draft Mobility 2040 recommendations will be presented. At January 2016 public meetings, the 60 day public comment period begins for Mobility 2040 during which recommendations must be held constant. If changes are made to recommendations, the 60 day public comment period must be restarted. Sandy Greyson noted that on the maps included in the presentation, the Cotton Belt is shown as rail only. She asked when the decision was made not to include bus rapid transit or high-intensity bus service in recommendations. Mr. Morris discussed the Fort Worth Transportation Authority's (The T) full funding grant agreement that provides regional rail from downtown Fort Worth to the AB Station. The RTC's policy is that riders are not forced to get off of a train and transfer to some other mode of transportation. Ms. Greyson asked if the RTC policy stating a one-seat ride from east to west/west to east is driving the fact that the map shows only rail. Mr. Morris noted yes, and that it is also due to the triparty agreement among the transportation agencies to provide customer service that does not force transfers between jurisdictions. Ms. Greyson noted that she had mentioned previously an interest in including options other than rail as part of Mobility 2040. She asked if the RTC must revisit its policy to address adding this option prior to adoption of the Mobility Plan. Mr. Morris noted that the RTC must revisit its one-seat ride policy and that the transit agencies must also revisit their triparty agreement. He noted that it would be important to make any changes to recommendations prior to the January public meetings due to the 60-day comment period during which significant changes would prompt an additional 60-days for public comment. Ms. Greyson also asked if the Trinity Parkway toll road was shown with and without tolls. Mr. Morris noted that the project is shown as a toll road recommendation in Mobility 2040. Ms. Greyson asked about a potential high-intensity bus service on the George Bush corridor and if the option would be presented to the public. Mr. Lamers noted that a map provided in Electronic Item 5 shows additional corridors being considered for potential high-intensity bus that will be presented to the public. Matthew Marchant asked the deadline for adoption of Mobility 2040. Mr. Lamers explained the expiration of the current Plan and the air quality conformity process, noting that staff believes the March 2016 request for approval provides sufficient time for projects to move forward. Mr. Marchant asked who determines what constitutes a material change that triggers the new 60-day public comment period. Staff noted that it is defined as any major regional transportation project and that these changes are monitored closely by federal partners that tend to be risk averse. Mr. Marchant reminded staff that he had requested at the November RTC meeting that the one-seat ride policy be discussed and that it now seems as if adding options will delay projects. Mr. Morris discussed the new federal transportation bill and additional funding for transit. Changes would be a violation of the triparty agreement among the transit agencies and the RTC policy. If members wish to provide bus service instead of rail on the Cotton Belt corridor, the RTC policy would need to be revised. It was suggested that members, as part of the motion, request to include this option at December public meetings. Ms. Greyson asked why the bus rapid transit option

was discussed as a possibility with Dallas Area Rapid Transit staff if the RTC policy and transit authorities' triparty agreement precludes this from being a consideration. Mr. Morris noted that staff brought to the RTC the Mayor of Addison's position regarding no rail to its city. Staff spent time reviewing the issue and presented a financial position to Dallas Area Rapid Transit (DART). DART expressed interest, but to date a briefing has not been provided by DART or others about the bus rapid transit proposal. Ms. Greyson noted that it was her understanding that DART had some interest. Ms. Greyson made a friendly amendment to the original motion by Glen Whitley for staff to include bus rapid transit as an option in the Cotton Belt corridor during presentation of draft Mobility 2040 recommendations to allow the public to comment. The friendly amendment was not accepted by Glen Whitley. Glen Whitley expressed concern that adding options would delay approval of Mobility 2040. Mr. Morris clarified that presenting options at the December public meetings is preferred over waiting until January public meetings. If changes are made in January, this could impact the 60-day period during which the Plan must remain constant. He noted that in advance of the presentation to the public, staff must work with DART to determine its plan for bus rapid transit. A substitute motion was made to approve staff to present draft Mobility 2040 recommendations at public meetings, including the option for bus rapid transit in the Cotton Belt corridor. Sandy Greyson (M); Ron Jensen (S). The motion passed. Discussion continued.

Duncan Webb expressed concern that Collin County is expected to double its population in the next 25 years, but the only improvements shown is the outer loop and some expansion of the toll roads. He noted that he would like for US 380, SH 78, and FM 1378 to be added to the corridors for future evaluation. Dan Lamers noted that the corridors have been added to the map. Jungus Jordan asked if the proposed action to include options on the Cotton Belt corridor endangers the full funding agreement for the TEX Rail project. Mr. Morris noted that that there is logical termini on the full funding agreement which only applies from downtown Fort Worth to the AB station. Important information for public meetings will include the impact that transfer of modes will have on ridership, cost, and benefit. The federal government will be interested in what occurs east of the airport because of the impact on the seamless connection in the region. He clarified that the proposed action would not risk the full funding grant agreement and that additional details should be discussed by the RTC at its January 14, 2016, meeting. Ms. Greyson noted that she wanted to make sure that it is clear to the public that she is interested in bus rapid transit east of the Dallas/Fort Worth International Airport. Matthew Marchant noted that he was not interested in making a decision at this point, but interested in including bus rapid transit as one of the possible options. Gary Slagel noted that DART approved a service plan for rail on the Cotton Belt in the Mobility 2035 plan. DART is working to move the rail plan forward since the single seat ride is important. He stated that DART is on record for the Cotton Belt remaining a rail line.

6. **Regional Transportation Council Policies for Mobility 2040: Approval to Go to Public Meetings:** Michael Morris presented draft Regional Transportation Council (RTC) policies and the development of a credit bank proposed to be included in the development of Mobility 2040. He noted that this item was previously discussed in more detail at the Mobility Plan Workshop in November and details of the proposed policies were provided in Reference Item 6. The policy bundle concept and creation of a credit bank were highlighted, and it was noted that the program was voluntary. Mr. Morris highlighted changes to the policies previously presented. He noted a new policy to share best practices to prevent copper theft and discussed the safety problem caused in corridors when lighting is impacted due to the theft. In addition, he noted discussion by RTC Secretary Rob Franke related to sustainable development that involves ecotourism and State parks. Staff proposes that the

previously proposed policies addressing urban sustainable development and rural sustainable development be combined. The new proposed policy addresses each of the three types of sustainable development, including urban, rural, and suburban. Staff also proposed that urban thoroughfare revitalization include projects both on and off the State highway system. A motion was made to permit staff to present the policy bundle proposal and creation of the credit bank at public meetings as part of Mobility 2040. Glen Whitley (M); Rob Franke (S). Andy Eads was opposed. The motion passed.

7. **Contingency Emergency Supplement Transit Options for Texoma Area Paratransit System:** Jessie Huddleston discussed action to provide emergency transit operations for governmental agencies that are currently under contract to the Texoma Area Paratransit System (TAPS). She discussed the types of providers needed for interim service options for services previously provided by TAPS. In urban areas, the most likely providers of service are metropolitan transportation authorities such as Dallas Area Rapid Transit and the Denton County Transportation Authority. These agencies have a lot of experience running efficient, fixed-route and large volume demand-response services. In rural areas of Collin and Wise counties, the most likely providers are traditional rural operators such as STAR Transit and SPAN, Inc. The agencies specialize in feeder services and demand-response trips that cover long distances. In either geography, there are also groups of citizens that need specialized services, such as trips for seniors to meal sights. In the interim, these citizens may be best served using taxi vouchers so a mix of providers may be needed. Reference Item 7 outlines a contingency plan for the next 90-120 days to provide continuous transit operations. In the southern Collin County area (metro), RTC is responsible for this geography. The estimate to keep essential services running for this time frame is up to \$500,000. This money would come from Regional Toll Revenue (RTR) funds allocated to transit sustainability. In the McKinney urban area, the Federal Transit Administration (FTA) and TAPS are both responsible in this geography. The estimate of needed funds is up to \$100,000, also from RTR funds allocated to transit sustainability or federal funds if funds that have already been allocated can be accessed. In this action, staff is asking to assist McKinney in reestablishing its direct recipient status. McKinney would gain responsibility for what happens in its urban area and work with FTA to access federal funds if available. If federal funds cannot be accessed, the money would be used to fund operations as in the southern Collin County area. In the rural portions of Collin and Wise counties served by TAPS, the Texas Department of Transportation (TxDOT) is responsible for this geography. If the counties leave TAPS or the agency no longer exists before the counties leave, funding of up to \$75,000 could be loaned to the interim provider and may be repaid. Mr. Morris clarified that none of the funds will be provided directly to TAPS. During the 60-120 period, local entities should be in conversations with transportation authorities and rural transit providers to find a long-term provider. Erik Wilson asked how many people were served by TAPS. Ms. Huddleston noted that previously TAPS served approximately 350 riders per day in Collin County, with the true need being much higher. Before services were cut altogether, 100 trips per day were being provided. She noted that currently, no trips are being provided. In Wise County, only 18 trips per day are currently being provided. Bernice J. Washington asked if the proposed funding would be a loan or a gift. Mr. Morris noted that these are existing transit funds. In the first two options, the money will be used for interim service until a long-term provider is established. Related to TxDOT, flexibility is requested. The money may be needed only as cash-flow, so it could be a loan. He noted that TxDOT is negotiating over \$200 million on transportation projects with RTC and that the \$75,000 may be part of the partnership with TxDOT. Mike Cantrell asked if the RTR transit funds being proposed were specifically for Collin County. Mr. Morris noted that they are regional RTR funds dedicated to transit. Mr. Marchant noted that he believed Collin County should be

responsible for the funds and that the money should not come from funds that were allocated regionally. Charles Emery asked if there was a defined need in Collin County and if the requested funds would be enough. Ms. Huddleston noted that the amount requested in the first row of Reference Item 7 is the reasonable estimate by staff for services within cities in the Dallas-Fort Worth-Arlington urbanized area, which is probably not enough to provide all services. Jungus Jordan discussed TAPS' debt of \$4 million, and the estimate that TAPS is owed approximately \$3 million. He asked if the RTC is one of the entities that have not been invoiced for money owed to the agency. Mr. Morris noted that RTC does owe TAPS money and that staff are working to assist with invoices for the money owed. Mr. Whitley questioned why the proposed funds would come from the regional RTR allocation versus out of a suballocation for Collin County. In addition, he asked why RTC funds owed to TAPS could not just be advanced to provide assistance. He also asked that cities/counties involved contribute half of the needed funding as part of a partnership. Mr. Morris discussed the RTR allocations. In addition, he noted that an invoice to TAPS from 2014 was recently paid. Efforts are ongoing to prepare and pay 2015 invoices for money owed to TAPS, which totals approximately \$2 million. He clarified that the action requested at the meeting was to provide funding for interim services to give TAPS time to resolve invoices issues. Stan Pickett discussed experience with STAR Transit and issues related to FTA funding. He expressed concern that TAPS may have difficulty accessing FTA funds. Andy Eads noted that he believed that funds to assist Collin County should come from Collin County funds, not from the regional allocation of transit funds. He noted that this is not a regionwide issue and that the region should not be responsible for solving a local issue when the local elected officials were at the table when bad practices were occurring. Chair Riley asked if staff would be asking for additional funding in the future. Mr. Morris noted that it is not staff's intention to ask for additional funding in the future. Current approval will give local governments time to build relationships with other providers. Mike Cantrell discussed the RTR funds and asked what portion of those may be for Collin County. Mr. Morris noted that staff could review the original distributions and determine what portion is for Collin County, and then make sure the amount proposed for action is equal to or greater than the Collin County portion of the original suballocation. Duncan Webb noted that he believed if the RTR regional transit funds were going to be suballocated, then the RTC should look at the suballocations taken by all entities. A motion was made to approve up to \$645,000 in emergency contingency funding, if paid out of Collin County's portion of the regional RTR funds dedicated to transit for the first three rows of Reference Item 7. The Wise County portion will be paid out of the regional allocation. Andy Eads (M); Mike Cantrell (S). Duncan Webb was opposed. The motion passed.

8. **Managed Lane Auto-Occupancy Detection Equipment Procurement:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Dallas-Fort Worth Region High-Speed Rail Initiatives Update:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
10. **State of Texas Lawsuits Against Volkswagen Group of America, Inc. and Audi of America, LLC:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.

11. **Air Quality Freight Initiatives:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
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 Thursday, January 14, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.