

MINUTES

REGIONAL TRANSPORTATION COUNCIL

April 13, 2017

The Regional Transportation Council (RTC) met on Thursday, April 13, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Sara Bagheri, Brian Barth, Mike Cantrell, David L. Cook, Charlotte Wilcox (representing Rudy Durham), Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, William Meadows, Cary Moon, Greg Noschese (representing Stan Pickett), Mark Riley, Mohamed Bur (representing Kelly Selman), Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Gustavo Baez, Melissa Baker, Paul Ballard, Tom Bamonte, Berrien Barks, Chad Bartee, Carli Baylor, Bryan Beck, Natalie Bettger, Jonathan Blackman, Cal Bostwick, Tanya Brooks, Bob Brown, John Brunk, Angie Carson, Sarah Chadderdon, Kirk Clennan, Rob Cohen, John Cordary, Clarence Daugherty, Brian Dell, Melany Dennis, Jerry Dittman, Chris Dyser, Chad Edwards, Traci Enna, Kevin Feldt, Keineth Fuller, Christie Gotti, Tony Hartzel, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Greg Janes, Yagnesh Jarmarwala, Mike Johnson, Ann-Claire Karalyos, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knipple, Dan Lamers, Michael Leavitt, Peter LeCody, April Leger, Paul Luedtke, Mickey Marlow, Karen McBride, Steve McCullough, Jeni McGarry, Laura Melton, Chandler Merritt, Michael Miles, Martin Molloy, Amy Moore, Erin Moore, Michael Morris, Jeff Neal, Mickey Nowell, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Tito Rodriguez, Carrie Rogers, Greg Royster, Laura Ryan, Moosa Saghian, Steve Salin, Russell Schaffner, Kelli Schlicher, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Tom Stallings, Shannon Stevenson, Dean Stuller, Ben Thatcher, Jonathan Toffer, Lauren Trimble, Bart VanAmburgh, Victor Vandergriff, Paulette Vanderkamp, Dan Vedral, Caroline Waggoner, Mitzi Ward, Karla Weaver, Sandy Wesch, Greg White, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval of March 9, 2017, Minutes:** The minutes of the March 9, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of May 2017 revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1.1 was requested. Administrative amendments from the February 2017 modification cycle were provided for information in Electronic Item 2.1.2.
 - 2.2. **Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program was requested. The proposed modifications were presented at the

March 13, 15, and 20, 2017, public meetings and included as Reference Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

- 2.3. **Approval of Contingent Local Funds for Electric Vehicle Carsharing Project:** Regional Transportation Council (RTC) approval to utilize up to \$50,000 in RTC Local funds as a contingency for local match for an Electric Vehicle Carsharing project was requested. The grant requires a minimum of a dollar-for-dollar match throughout the project and matching funds will be sourced from project partners. Expenses associated with staff time needed to initiate the project may occur prior to any match funds being received. The requested funds will serve as a contingency to support the initial staff expenses prior to receipt of local match, if needed.

A motion was made to approve the items included on the Consent Agenda. Mike Cantrell (M); Robert Franke (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Brian Barth for his four years of service on the Regional Transportation Council (RTC). He also thanked Clay Lewis Jenkins for his representation at the March 9, 2017, Texas Freight Advisory Committee and Douglas Athas for testifying at the Texas Legislature in support of advancing the Comprehensive Development Agreement initiatives on IH 30 from IH 35W to east of Fielder Road, IH 635E from US Highway 75 to IH 30, and IH 35E from IH 635 to US Highway 380.

A high-occupancy vehicle (HOV) subsidy report was provided in Electronic Item 3.1. Staff recommended that the RTC continue honoring an HOV 2+ subsidy during the peak periods on the North Tarrant Express and the LBJ Express corridors. Staff will continue to monitor subsidy expenditures and report to the RTC quarterly. Information on the May 4, 2017, Traffic Incident Management Executive Level Course was provided in Electronic Item 3.2. In addition, information on the May 16, 2017, North Texas Smart Cities Summit was provided in Electronic Item 3.3, and details on the August 29-30, 2017, Southern Transportation and Air Quality Summit was provided in Electronic Item 3.4. Details on current air quality funding opportunities for vehicles was provided in Electronic Item 3.5, Electronic Item 3.6 contained an April public meeting notice, and 2017 spring outreach events were detailed in Electronic Item 3.7. High-speed rail correspondence was provided in Electronic Item 3.8. Mr. Morris noted that staff proposed to schedule an RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting in the coming months to discuss options to continue moving forward with high-speed rail. 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. March public meeting minutes were distributed at the meeting in Reference Item 3.12. Transportation partner progress reports were also distributed at the meeting.

4. **Overview from Commissioner Laura Ryan, Texas Transportation Commission:** Jungus Jordan presented Commissioner Laura Ryan, Texas Transportation Commission (TTC), with the Sign of Regional Success pin. He noted that the Regional Transportation Council (RTC) was pleased to have her at the meeting and appreciated her leadership. Ron Jensen, RTC Chair, presented Commissioner Ryan with a token of appreciation from the RTC and expressed the region's appreciation for her commitment to the State of Texas.

TTC Commissioner Victor Vandergriff introduced Commissioner Laura Ryan. He provided an overview of her background as Vice President of Market Representation and Dealer Development at Gulf States Toyota, as well as her work at the Texas Department of Motor Vehicles. He noted he was excited for the region and the State to see the leadership she will bring to the Texas Transportation Commission.

Commissioner Ryan thanked the RTC for the opportunity to speak and provided a brief background of the experience she brings to the Texas Transportation Commission. She highlighted five things learned from her visit to the region: 1) decision making must be optimized, 2) collaboration must be increased with the districts and the Metropolitan Planning Organizations throughout the state, 3) flexibility, creativity, and resiliency is needed, 4) passion and perseverance is necessary to overcome obstacles, and 5) all involved must be willing to ask each other tough questions. Commissioner Ryan noted she was recently asked her goal as a member of the Texas Transportation Commission to which she responded her desire was to leave the organization better than it was before she was appointed in order that an incoming member would be able to build from her foundation. In closing, she discussed how quickly time and change impacts the State, and how the decisions made today impact Texas tomorrow.

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies:** Christie Gotti presented a proposed partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project in Downtown Fort Worth. In September 2016, the RTC approved part of a Hemphill/Lamar partnership and the final portion of the partnership was being presented for approval this month. Hemphill/Lamar is located south and north of IH 30 and there is not a connection between the two roadways. However, in 2000 as part of the reconstruction of IH 30, TxDOT built bridges over Hemphill/Lamar to enable the construction of a connection under IH 30. The Hemphill/Lamar project was selected by the RTC in partnership with the Texas Transportation Commission in the late 1990s and early 2000s. In 2009, the City of Fort Worth requested to defederalize the project. Rising project costs have led to the need for a partnership to fill the funding gap, as well as the use of local funds to allow the project to proceed without going through the federal environmental process (which would further delay the project). The City has allocated \$26 million to the project and costs have more than doubled. North Central Texas Council of Governments (NCTCOG) staff worked to find approximately \$26 million in local funding for the project and found that Tarrant County had a \$20 million local fund commitment to the TEXRail project for roadway improvements associated with construction of the rail lines that could be swapped with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Instead of being placed on individual intersections along TEXRail, the funds would go directly to the City of Fort Worth for the Hemphill/Lamar project. The RTC would commit \$20 million in CMAQ funds for the TEXRail project in exchange for the \$20 million local funds. Since the Fort Worth Transportation Authority has commitments for the local funding match to its federal funding, the RTC would commit 4 million in Transportation Development Credits to match the CMAQ funds. Tarrant County agreed to commit an additional \$3 million to the project in exchange for assistance on two items. The first item is a request for \$1 million in CMAQ funds for a transit pilot project for the Cities of Forest Hill, Everman, and Crowley to encourage participation in transit. The second request is for assistance with improvements on FM 1220 and Azle Avenue. TxDOT will assess the needed improvements at this intersection as part of the recently approved funding of \$415 million on SH 199. It is hoped that the SH 199 improvements will help alleviate the congestion at the FM 1220 intersection. If not, staff will

work with TxDOT to backfill funds for the intersection if needed. A small funding gap remained for the Hemphill/Lamar Connector project. NCTCOG staff identified \$7.1 million in Regional Toll Revenue (RTR) funds in Kaufman County that had not been programmed as part of another partnership. NCTCOG staff proposed that the County swap its RTR funds and receive federal funds in exchange. Kaufman County's needs are primarily on-system and federal funds would not harm the County, so staff proposed that \$10 million in federal funds be provided to recognize Kaufman County is giving up more flexible RTR funds that would now go to Tarrant County. The RTC would commit an additional \$3.45 million in RTR funds. Of the \$7.1 million, the balance of \$3.7 million in RTR funds will go into a regional account for a project to be determined at a later time. A summary of funding proposed for the partnership was provided, with the commitment totaling \$53 million. A motion was made to approve the partnership among Fort Worth, Tarrant County, the Texas Department of Transportation, and the Regional Transportation Council and to transfer Regional Toll Revenue funds between the eastern and western accounts as detailed in Reference Item 5. The motion also included approval to administratively amend the 2017-2020 Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the changes. B. Glen Whitley (M); Mike Taylor (S). The motion passed unanimously.

6. **Critical Freight Corridors: Regional Connections:** Dan Lamers presented proposed 2017 Critical Urban Freight Corridor designations. He thanked Clay Lewis Jenkins, Dallas County Judge, for his representation of the region at the recent Texas Freight Advisory Committee meeting. In March, staff briefed the Council on the Texas Department of Transportation's request for the Metropolitan Planning Organization to propose approximately 100 miles of roadway corridors to be designated as Critical Urban Freight Corridors. Critical Urban Freight Corridors are vital freight corridors that provide critical connectivity to the federal system. By designating these important corridors, states can strategically direct resources toward improved system performance and efficient movement of freight. The designation of these corridors will increase opportunities for National Highway Freight Program formula funds and Fostering Advancements of National Efficiencies Grant program funds. Mr. Lamers highlighted the performance measures and criteria used to develop staff recommendations for the designations. As projects move forward or need changes, recommendations can be modified by removing corridors that have been funded and replacing them with new designations that would then become eligible for future funding. Reference Item 6 illustrated the proposed facilities for designation as Critical Urban Freight Corridors. A motion was made to approve the proposed 2017 Critical Urban Freight Corridor designations in Reference Item 6. Clay Lewis Jenkins (M); Oscar Ward (S). The motion passed unanimously.
7. **Transportation Development Credits: Category Renewals and Additions:** Christie Gotti presented proposed changes to the regional Transportation Development Credit (TDC) program presented in detail at the March 9, 2017, Regional Transportation Council (RTC) meeting. In 2012, the RTC received an allocation of approximately 465 million TDCs. As of September 2016, approximately 319 million remained available for programming. Current categories and proposed changes were summarized. Ms. Gotti noted that staff proposed to keep most of the categories, increase the allocation of TDCs to some categories, simplify the names of two categories, and expand the goals of one category. In addition, staff proposed the creation of an additional category for the Metropolitan Transportation Plan Policy Bundle. Details of each category and the proposed changes were provided in Reference Item 7. If approved, approximately 122 million credits will remain for future programming through Fiscal Year 2019. Staff also proposed to work with the Texas

Department of Transportation to determine why the Metropolitan Planning Organization has not received additional allocations of TDCs even though the region has continued to add toll roads since the first allocation was received. Ms. Gotti noted if additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at the time of the request for approval of the item. A motion was made to approve recommended changes to the regional Transportation Development Credit categories and allocations as summarized in Reference Item 7, staff contacting other Metropolitan Planning Organizations in the state to assess interest in exchanging Transportation Development Credits for cash, and transmittal of a letter to the Texas Department of Transportation in Austin to clarify why the North Central Texas Council of Governments has not received additional allocations of Transportation Development Credits since 2012. Mike Cantrell (M); Clay Lewis Jenkins (S). The motion passed unanimously.

8. **Approval of Automated Vehicle Program Funding:** Tom Bamonte provided an overview of Automated Vehicle Program funding requested for a variety of upcoming automated vehicle initiatives. Funding for the first three initiatives are related to the United States Department of Transportation designation of Texas as an automated vehicle proving ground. Approximately \$350,000 was requested to support deployment of automated shuttles in and around the University of Texas Arlington campus in order to develop low-speed shuttles in campus environments and reduce short auto trips to and around campuses. Additionally, \$250,000 was requested for a second automated vehicle shuttle deployment elsewhere in the region. Finally, \$1 million was requested to develop the IH 30 corridor as an automated vehicle test corridor focused on technology that would help increase capacity, speeds, reliability, and safety of the managed lanes. Funding for the next two initiatives are related to building automated vehicle data infrastructure. Approximately \$250,000 was requested for help local communities make their traffic signal data accessible. There is significant interest among auto makers on traffic signal optimization and to make safer intersections. In addition, approximately \$250,000 for 511DFW enhancement to provide grants to help communities make transportation data accessible was requested. This will help the region share information about road closures, special events, and incidents affecting traffic flow and traffic efficiency in the region. Funding for the final initiative is for development of a "mover" system for freight/people utilizing automated vehicle technology and enabling infrastructure in the region. Approximately \$575,000 was requested to help develop an integrated system for moving people and freight using automated vehicles both in streets and in guideways. The funding for these initiatives was approved by the Surface Transportation Technical Committee at its March 24, 2017, meeting. Douglas Athas discussed the pilot test proposed for automated vehicles in the IH 30 corridor managed lanes and how the revenue expectations for this corridor would be addressed. Mr. Bamonte noted that tests would likely be scheduled during periods that would have minimal impact on revenue. Mr. Athas noted that considerations for using additional test corridors in the future will need to be developed. Clay Lewis Jenkins requested clarification that the pilot test would not be conducted while citizens are using the managed lanes. Mr. Morris noted that the managed lanes will be closed to citizen users during testing. Duncan Webb asked if any progress has been made regarding the "mover" prototyping. Mr. Morris highlighted various ongoing mover efforts in the region including people movers in the Midtown area, mover systems that could potentially interface with parking garages, and staff efforts to identify mover system locations as part of Mobility 2045 development. A motion was made to approve funding for automated vehicles initiatives in the Automated Vehicle Program detailed in Reference Item 8. Kathryn Wilemon (M); Robert Franke (S). The motion passed unanimously.

9. **Legislative Update:** Amanda Wilson provided an update on recent State legislative actions. She noted there were no federal legislative actions to report. The three main topics of the Regional Transportation Council (RTC) Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Both the House and Senate have passed their versions of the budget. Key points on which the House and Senate do not agree were highlighted. The Senate version would delay the \$2.5 billion transfer to Proposition 7 by one day, moving spending to the next fiscal year. In addition, the Senate version includes a high-speed rail rider that would prohibit the use of State funds on any private high-speed rail. The Texas Department of Transportation (TxDOT) does not believe this would impact its regulatory ability to proceed with the environmental impact statement. Both versions include different amounts for the Texas Emissions Reduction Plan. A number of amendments were not able to be addressed and were placed into Article 11, the tentative section of the budget. These amendments and transportation riders must be conferenced, and staff will continue to monitor the appropriations process. Ms. Wilson noted that staff is monitoring House Continuing Resolution 108 that would direct the comptroller to reduce the Proposition 7 transfers to the State Highway Fund. No action has been taken on the bill, but the bill would have significant impacts to TxDOT's budget. Related to air quality, staff is closely monitoring House Bill (HB) 2321 that would modernize and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) program known in the region as AirCheckTexas. The bill has moved out of Committee and sent to the Calendars Committee. The bill's sponsor, Representative Chris Turner, has advised that if RTC members have relationships with any of the local members who are on the House Calendars Committee, it would be helpful for the RTC members to reach out to the Calendar Committee members to support moving the bill to the House Calendar. Members include Roberto Alonzo, Charlie Geren, Helen Giddings, Linda Koop, and Toni Rose. Staff believed the Senate companion to the bill will be heard in the Senate within the next week. HB 402 is also related to AirCheckTexas and would give flexibility to statutorily protect the revenue for Local Initiative Projects. Senate Bill (SB) 26, related to the Texas Emissions Reduction Plan, has been approved by the Senate and is awaiting action in the House. The bill would expand and update the program. Related to comprehensive development agreements (CDAs), Representative Larry Philips has proposed a statewide CDA bill that would authorize three new CDAs in the region: 1) IH 30 from IH 35W to east of Fielder Road, 2) IH 635E from US Highway 75 to IH 30, and 3) IH 35E from IH 635 to US Highway 380. Other CDAs throughout the state were also included. The bill was heard in Committee and left pending. Ms. Wilson thanked Douglas Athas, Mayor of Garland, for testifying on the bill. Because this bill is supported in the RTC Legislative Program, the RTC Chair will send a letter of support for the bill. A number of bills have moved onto the Senate Calendar related to high-speed rail. SB 975 would establish minimum security requirements; SB 977 would prohibit state funds for construction, maintenance, or operation of a private system. SB 979 would place a time limit on land acquired for high-speed rail requiring the property be returned to the owner if not used for that purpose. SB 981 would ensure the compatibility of high-speed rail technologies. These bills have passed out of Committee and have been placed on the Senate Intent Calendar. Related to transit, SB 385 is a bill inconsistent with the RTC Legislative Program. This bill would require voter approval of local acceptance and use of federal funds for commuter rail projects. In addition, the approval would be necessary in order to include transit facilities in the Metropolitan Transportation Plan. The bill has been placed on the Senate Calendar. The RTC Chair has provided correspondence expressing concern regarding the bill. Regarding safety, SB 1588 would end safety inspections, SB 88

would prohibit red light cameras, and HB 62 would address texting while driving. SB 2205 would set the framework for automated vehicles throughout the state used primarily for research and development purposes. Two additional bills have been filed related to adding toll lanes to existing highways and how those existing lanes would be calculated. Jungus Jordan discussed the delay of Proposition 7 funds by one day, and noted this impacts a constitutional amendment and it should be challenged. The \$2.7 billion will never be received back to the region taking funding approved by citizens who voted for the constitutional amendment. Mike Eastland, North Central Texas Council of Governments Executive Director, noted that an Attorney General opinion has been requested on this item. Douglas Athas discussed SB 385 related to voter approval of transit funds and how this would give the minority veto power over what the majority is interested in implementing in the region. Mike Cantrell requested that a copy of the presentation be provided to members following the meeting. Regarding HB 2321, that would modernize and add flexibility to LIRAP/LIP, Mr. Morris noted that no action is needed for the RTC Chair to send a letter of support to members of the Calendar Committee since it is related to the approved RTC Legislative Program. Ms. Wilson encouraged RTC members to send letters or make phone calls to any Calendar Committee members with whom they generally correspond. Mr. Morris noted that Rebekah Hernandez would map this for members. No action was requested at the meeting. Later during the meeting, Mike Taylor provided additional comment related to SB 385. He discussed the impact of having a well-organized minority at conflict with the majority that would have the ability to vote against a bill for which the majority is actually in favor. He noted he believed the bill would change the current form of government.

10. **Start of Ozone Season and Other Air Quality Updates:** Chris Klaus presented an update on air quality and the start of the 2017 ozone season. He noted that although there are portions of the region that continue to experience exceedances, statistics suggest that the region has the cleanest air on record. A graphic with the historical trends for the number and severity of the exceedances in the region shows a continuous downward trend. As of April 12, 2017, the region's design value for the 75 parts per billion (ppb) 2008 eight-hour ozone standard is 72 ppb and does not include 2017 data. Regarding the 2015 ozone standard of 70 ppb, the United States Court of Appeals has granted the Environmental Protection Agency (EPA) a postponement of the standard. In addition, the EPA must provide updates to the court on this ozone standard every 90 days. Staff will continue to keep the Regional Transportation Council informed regarding the anticipated timeline. A graphic was highlighted showing ozone monitors throughout the region and the associated design value, with the Denton monitor at 80 ppb and the Palo Pinto monitor at 76 ppb. All other monitors are below or at the current 75 ppb standard. Wind conditions and the amount of activity in the central core tends to cause pollutants to drift to the northwest area resulting in higher ozone readings. He noted that Hood County is currently at 69 ppb, and based on its readings will likely be considered in attainment for the 2015 ozone standard. Mr. Klaus briefly highlighted the many events and air quality efforts in the region to help reach the ozone standard. Details were provided in Electronic Item 10. Sara Bagheri asked if the Denton County monitor was below the 80 ppb, would the region be designated as marginal for nonattainment. Mr. Klaus noted that the Palo Pinto monitor, at 76 ppb, is also over the 75 ppb 2008 ozone standard. The 2015 standard, that has been postponed, but would be 70 ppb and more monitors would be above the standard and potentially considered in nonattainment.
11. **Texoma Area Paratransit System Wrap Up:** Sarah Chadderdon provided an update on efforts to close out funding agreements and manage assets that had been used to support transit services operated by Texoma Area Paratransit System (TAPS) where the Regional

Transportation Council (RTC) provided funding to support transit service in the south Collin County area. In 2013, after Collin County and the City of McKinney selected TAPS to provide service in other parts of Collin County, RTC approved TAPS to provide service in the southern Collin County area. Over the period from 2013 to 2015, financial problems became evident at TAPS, and by December 2015 TAPS had cancelled all services in Collin County. During the following year and beyond, North Central Texas Council of Governments (NCTCOG) staff worked to close out agreements and redistribute vehicles. TAPS remains in business and operates transit in five counties that are outside of the region. Inside the region, it is the rural transit provider for Wise County, and because Wise County is in the planning boundary NCTCOG staff continues to coordinate with TAPS on transportation planning efforts such as Access North Texas. Ms. Chadderdon reviewed financial items related to TAPS. During the period TAPS provided service in southern Collin County, the RTC approved several types of funding. In late 2015, to assist in keeping services running during the financial problems, the RTC offered a loan backstop of \$250,000, which TAPS did not access. The RTC also approved \$100,000 for financial consulting service to ensure that requests for reimbursements were submitted and had appropriate documentation. This funding was paid back to NCTCOG through reprogrammed funds. To support transit service in south Collin County, the RTC approved \$6.5 million over three years and approximately \$5 million of this funding was returned and reprogrammed in the region. Lastly, the RTC awarded \$1.9 million under various competitive transit funding programs and \$700,000 was returned and will be reprogrammed. Across all of the RTC approved funding for TAPS, all requests for reimbursement have been paid or canceled and all funding agreements have been terminated. In terms of transit assets, 28 vehicles funded by the RTC were used by TAPS. Per policy, NCTCOG held a lien on the titles of the vehicles to maintain continuing control. When TAPS canceled service, NCTCOG was able to sell or transfer all 28 of the vehicles. Some of the vehicles TAPS purchased with RTC funds had features that made it more difficult to relocate to other transit agencies. Specifically, the vehicles were not lift equipped to meet American with Disabilities Act requirements and some were heavily branded. NCTCOG funding procedures have been updated to preclude those features in the future to maximize fleet flexibility moving forward. Ms. Chadderdon presented a recap of McKinney Urban Area funding. The RTC is not directly involved in the federal funding since the State manages small urban funding. While providing service from 2013-2015, TAPS directly accessed \$4 million in federal funds for the McKinney Urbanized Area without adequate documentation. The Federal Transit Administration (FTA) has requested repayment of the approximately \$4 million in federal funds. The Texas Department of Transportation (TxDOT) has proposed that the funds be repaid from the McKinney Urbanized Area using unspent funds from Fiscal Years (FY) 2015, 2016, and 2017. Approximately \$5.4 million was available for funding, leaving approximately \$1.4 million for McKinney to restart its transit service. Turning back to the RTC's funding area, following the financial issues, staff conducted an internal assessment of the TAPS experience. Staff emphasized the importance of early and often communication. Review of internal controls showed that NCTCOG's system of checks and balances is quite healthy. Additional communication checkpoints have been added in risk-assessment processes. Staff will continue open communication internally and with external stakeholders including the Surface Transportation Technical Committee, RTC, TxDOT, and FTA. In addition, the experience with TAPS can help those involved stay wary of cost estimates and timelines for transit service that seem too good to be true. Ms. Chadderdon recognized successful partnerships among RTC, the transit authorities, rural transit agencies, and private companies that were positive during the troublesome times with TAPS. Specifically, RTC partnered with Dallas Area Rapid Transit, Denton County Transportation Authority, STAR Transit, and Yellow Cab to help keep transit services running. Final steps are to reprogram

the approximately \$700,000 through the RTC Transit Call for Projects that recently closed. This includes funding to increase mobility options for seniors and individuals with disabilities. Staff will also explore opportunities for a legislative approach related to transit board oversight of financials at smaller transit agencies to be more similar to larger transit agency code regarding financial oversight. Staff will continue to support cities in Collin County as they plan for ongoing and future transit services. Brian Loughmiller, Mayor, City of McKinney provided additional information regarding transit services in the city. He discussed the receipt of direct recipient status as it relates to FTA funds. The City has also formed an Urban Transit District and have met twice. The purpose is to look at ways to access state funding for public transportation. In addition, DCTA and DART have presented options for transit service in the McKinney Urbanized Area. McKinney is specifically discussing on-demand service for disabled and elderly as a starting point. It is believed that \$312,000 can be accessed through the Urban Transit District and the City has also allocated funds through its budget as well. At its April 5 meeting, staff was authorized to begin negotiations with transit providers based on the approved funding model and believed based on information from the meeting, that within the next 60-90 days McKinney will have a better idea what is moving forward and who with. Robert Franke noted that a lot of lessons have been learned through the process and that to the extent of raising local awareness, a white paper should be developed so that the right questions are asked as others enter these types of agreements. Michael Morris thanked the mayor for his leadership position. He asked staff to review a letter being drafted to TxDOT. Ms. Chadderdon noted the letter addresses the \$4 million repayment to TxDOT that will reduce the amount of money available for transit. It requests that TxDOT, as the direct recipient, hold the region harmless for inappropriate activities that were not done by the RTC to ensure an appropriate amount of transit funding is available to support the return and growth of transit service in the area.

12. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding:** Christie Gotti provided information on the proposed project selection process for Fiscal Years (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year. During the 10-year planning effort, CMAQ and STBG funds were not programmed and instead were used as a potential backstop for the 10-Year Plan. A process was proposed for programming the funds. Staff anticipates that approximately \$350-\$400 million is available through this programming effort, depending on the amount of carryover from FY2016 funds. Staff proposed to select projects via several funding programs that align with the goals of Mobility 2040 versus through a large call for projects. Projects will be categorized into approximately 11 programs based on similar goals. Federal/local funding exchanges will increase regional revenues through the exchange of federal funds and local funding. Current efforts include the recently approved Dallas Area Rapid Transit partnership and others to be presented in the future. The Automated Vehicle Program is to advance automated vehicle testing, infrastructure, and deployment in the region as discussed earlier in the meeting. The Strategic Partnerships effort is to coordinate and develop partnership with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development such as the Hemphill/Lamar partnership approved earlier in the meeting and the Southern Dallas County partnership that will be presented at the May 11, 2017, meeting. Studies in Coordination with the Unified Planning Work Program will provide funding for feasibility studies to examine future project scenarios and efforts are currently under development. The next program, 10-Year Plan/Proposition 1 Adjustments, will be used to fund any overruns on Proposition 1 projects not already handled through the 10-Year Plan effort. Projects are to be determined and staff will discuss/finalize details with the Texas Department of

Transportation. The Sustainable Development Phase 4/Turnback Program, Context Sensitive and Transit Oriented Development (TOD) Projects effort is to support sustainable development initiatives by providing funds for turnback partnerships, context sensitive design, and TOD projects. Next, the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Assessment Policy Programs/Projects is the implementation of a policy to assess the increased value of transportation improvements to adjacent property so as development occurs along the project area the RTC is repaid for improvements funded along the corridor. Local Bond Program Partnerships are developed to leverage bond funds for projects of strategic importance to local governments and the region. The next effort is Safety, Innovative Construction, and Emergency Projects. This effort is to support operations, safety, innovative construction, and emergency improvements. Current efforts include the Wycliffe Avenue flooding project and Shady Shores bridges. Maintenance and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs is to consider extending existing and funding new regional air quality and management/operations programs. Examples of this include the SH 161 tow truck staging project and the employer trip reduction program. Ms. Gotti noted that feedback from entities is requested regarding the funding programs and projects to be considered in the individual programs.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, May 11, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.