



**Dallas Regional Mobility Coalition
Minutes of Meeting December 10, 2010**

Call to Order

Dallas Regional Mobility Coalition (DRMC) Chairman Rob Franke called the Executive Committee meeting to order at 11:07 a.m. The meeting was held in the NTTA offices, 5900 W. Plano Parkway.

Minutes

The Minutes of the November 5, 2010 were approved as presented.

Treasurer's Report

The November 2010 Treasurer's Report was approved as presented.

National Commission on Fiscal Responsibility and Reform

President Obama appointed a National Commission on Fiscal Responsibility and Reform co-chaired by Erskine Bowles (former Chief of Staff President Clinton) and Alan Simpson (former U.S. Senator Wyoming). The Commission was created in February 2010 and released its final report in November 2010. The Commission stated that the deficit problem was real and the solution would be painful. Their proposal was to cut almost \$4 trillion in spending over the next nine years and reduce federal debt to 40% of the gross domestic product by 2035.

To forward the Commission's report to Congress required a super majority of the 18 members. Ultimately 11 voted aye which did not reach the required 14 votes. Although the plan did not get the required votes, 60% of the Commission members voted in favor of its recommendations.

The Commission made substantive recommendations regarding the Highway Trust Fund. The plan called for the reclassification of spending from the Highway Trust Fund to make both contract authority and appropriation mandatory. It recommended limiting spending to actual revenues collected in the prior year by the Highway Trust Fund. Shortfalls would be financed by the general fund.

To secure necessary transportation funding, the Commission recommended gradually increasing the gas tax by \$0.15 per gallon between 2013 and 2015. The increased amounts should be prioritized by Congress for the most pressing infrastructure requirements. The practice of earmark spending should be ended.

In correspondence dated November 5, 2010, Delaware Senator Thomas Carper and Ohio Senator George Voindvich suggested a \$0.25 increase in the federal gas tax. It would be increased by \$0.01 a month for 25 months. Ten cents of the increase would temporarily be dedicated to deficit reduction. The increase should provide \$117 billion over five years. The \$0.10 deficit reduction would revert to the Highway Trust Fund when the deficit is "under control."

The Senators note that the current Highway Trust Fund is experiencing near negative balances. Congress has transferred \$30.5 billion from the general fund to maintain a positive balance. The Congressional Budget Office (CBO) estimates that the Highway Trust Fund will require \$34 billion over the next six years to maintain existing outlays.

US DOT estimates that an additional \$60 billion per year is needed to return highways, bridges and transit systems to a state of good repair. The Commission Report and the interest generated from it is a starting point for budget discussions for the 112th Congress convening in January 2011.

Rail

Transportation Secretary Ray LaHood announced November 19, 2010 seven projects that will share \$50 million in grant funding to offset the cost of implementing positive train control ("PTC"). The grant will be administered through the Railroad Safety Technology Grant Program.

FRA received 41 grant applications totaling \$228 million for the \$50 million. PTC was mandated by the Rail Safety Improvement Act of 2008 and requires implementation by December 31, 2015.

The PIRG Education Fund released a new report entitled "*A Track Record of Success - High Speed Rail Around the World and its Promise for America.*" High Speed Rail ("HSR") has been in Japan for 45 years and in Europe for three decades. The High Speed Rail systems have been able to dramatically reduce the volume of short haul flights. Passengers flying between London and Paris have been cut in half due to HSR use of the Channel Tunnel. HSR between Madrid and Seville reduced car travel from 60% to 34%.

HSR properly implemented can reduce one quarter of the fuel for airline travel, expand labor markets, and encourage sustainable land use. In most instances HSR generally meets operating costs with fare revenue. The Report's conclusion, based on experiences across the globe, is that the United States should follow through on its decision to invest in HSR.

The Transit Savings Report prepared by the American Public Transportation Association reports that a person riding public transportation, saves an average of \$9,500 a year. The report was based on an average national gas price for \$2.85 in November 2010. For the Dallas area the monthly savings is \$739 and the annual savings \$8,867.

Interstate Highway 35E

Correspondence dated November 15, 2010, signed by the elected Denton County delegation was forwarded to Senator Tommy Williams, Chairman of the Senate Transportation

and Homeland Security Committee. Included was the "satisfactory for further processing" letter from FHWA which will allow TxDOT to advance the I-35E middle segment to an environmental assessment Public Hearing. The Public Hearing is scheduled November 18, 2010. The two other segments of I-35E are awaiting the notice "satisfactory for further processing" which is expected in the first quarter of 2011.

Resolutions of support from City of Denton, Town of Hickory Creek and City of Lake Dallas were received along with letters of endorsement from the University of North Texas, North Central Texas College and Texas Woman's University. Judge Horn has actively pursued municipal, county and business support for the I-35E project over the last 60 days.

DRMC member G. Smithey reported on the most recent Segment One meeting of my35.org. A report is anticipated in January 2011 including the entire length of I-35 in the State of Texas.

State Highway 183

State Highway 183 correspondence dated November 4, 2010, from the Honorable Linda Koop, Dallas City Council, and Honorable Rick Stopfer, Irving City Council, was forwarded to DRMC Chair Rob Franke. The correspondence formally requests the creation of a "*State Highway 183 Stakeholder Coalition acting under the offices of DRMC to seek the changes necessary to provide TxDOT with innovative financing tools to fund, construct and operate State Highway 183 consistent with the anticipated traffic levels in the 2030 Mobility Transportation Plan.*"

The letter goes on to note that daily peak hour traffic loads on SH 183 run from 175,000 to 200,000. Those volumes are anywhere from 20% to 50% over capacity on a daily basis. DRMC is tasked to develop a structural plan for the Stakeholder Coalition to develop a list of potential membership and prepare a Resolution of Authorization.

State

The Texas House of Representatives Speaker's race continues to draw attention. Conservative interest groups have circulated and published editorials calling for a more conservative Speaker than Honorable Representative Joe Strauss (SA-R) who served as Speaker during the 81st Session. The Chairman of the House Standing Committees have indicated their support of Speaker Strauss.

TRIP, a non-profit organization founded in 1971, is Washington DC based and provides research on transportation issues. TRIP recently released "*Future Mobility in Texas Meeting the State's Need for Safe and Efficient Mobility.*" The 23 page report notes that there is a cost associated with operating a vehicle on roads that are deteriorated, congested and lack some safety features.

In the Dallas/Fort Worth area the annual cost of vehicle repair is \$539, congestion cost is \$1,077 and accident-related cost is \$353 for a total motorist cost of \$1,969. In the Dallas/Fort Worth area TRIP documents that 34% of the roads are in poor shape and 33% mediocre.

The efficiency of the Texas economy is important to both the state and the nation. TRIP estimates that \$1.17 trillion in goods is annually exported or shipped from Texas while \$1.24 trillion in goods are shipped to sites in Texas mostly by trucks. The TRIP conclusion is that Texas needs additional funding to meet the needs of its surface transportation system to continue the viability and growth of the Texas economy.

Executive Director's Report

A copy of House Joint Resolution 101 was signed by the President December 4, 2010. The Continuing Resolution extended operations of the government through December 18, 2010.

A private group Reconnecting America released a study of the HUD sustainable communities regional planning and community challenge grants. The regional distribution is documented in their report.

The Federal Highway Administration has issued a notice and request for comments regarding an upgrade to existing non-compliant traffic control devices to conform to requirements contained in the Manual Uniform Traffic Control Devices. Comments must be received on or before January 14, 2011 (75 Fed. Reg. 229). New changes will create new costs for state and local transportation authorities.

Earmarks have been recently focused on congressional hearings and debate. In 2005 there were \$19 billion worth of earmarks, 2008 \$16 billion, 2009 \$15 billion and in 2010 \$11 billion. A more detailed discussion of earmarks and their affect on the North Texas region will be held by the Legislative Committee.

The DRMC proposed legislative agenda for the 82nd Session was recommitted to the Legislative Committee on November 5, 2010 for minor revisions. Those revisions were made and the DRMC legislative agenda is resubmitted to the full Executive Committee. The Legislative Agenda is approved as amended.

TxDOT Restructure Council

J. Kimbrough, one of three members of the Texas Restructure Council, stated that their report is virtually completed. The Council has been requested to deliver the Texas Transportation Commission report in January 2011.

The recommendations the Council will come forward with are limited only to those that TxDOT as an agency can implement. As a result the Council did not address finance issues associated with TxDOT project delivery, or maintenance and operation costs.

LBJ Express

LBJ Express planning for improvements to LBJ began in 1987. The initial design had a total of 28 lanes. That right-of-way requirement was not found to be acceptable. The consensus was that LBJ could not exceed its current height and should be restrained within existing right-of-way.

The Finding of No Significant Impact was received in 2004. The use of tunneling added to the project expense and it was not found to be financially feasible. As a result, the access roads and main lanes are cantilevered over the already depressed express lanes.

The public/private partnership transferred the risk to the developer. The 2008 Request for Proposals was sent out at the onset of the recession. In New Jersey the ARC proposal was canceled due to an incomplete transfer of risk to the developer.

The Notice to Proceed will be sent to the development team next week. Construction should start in January 2011. The new capacity being added is managed lanes. Public involvement is being sought during the construction period to provide current information concerning traffic delays and rerouting.

The LBJ Infrastructure Express consortium was represented by Andy Rittler, Antonio Sedron and Laura Kohn. LBJ was built in 1969 to a design capacity of 180,000. In 2009 traffic vehicle counts per day reached 270,000. CINTRA has 23 concessions worldwide in six countries. The LBJ Express has a \$2.7 billion project cost. The equity commitment is 82% (public funds only 18%). There is a TIFIA loan in the amount of \$850 million. Private activity bonds will be utilized.

At the conclusion of the agreement, LBJ will be owned by the state. The project will rebuild the general purpose lanes and the six managed lanes will be depressed under the cantilevered main lanes. There will be different entrances and exits for the general purpose lanes.

The managed lanes' level of service is designed to be in excess of 50 miles per hour. The managed lanes are projected to relieve 40%-60% of the congestion from the general purpose lanes.

NTTA will provide the backroom toll collection. The toll price for the entire length should be approximately \$5.00. Dynamic pricing is projected to change every 5 minutes to guarantee a level of service of 50 miles per hour.

The entire reconstruction of Loop 635 will require five years. Segment three should be completed in December of 2013; segment one in April 2015; and, segment two in December 2015.

The consortium has three design-construction teams. They are targeting 180 days to reconstruct the capacity of the frontage roads. The managed lanes will be lowered approximately 25 to 30 feet. The consortium will also assume the responsibility of first responders. Managed lanes will require two plus passengers for discount. DART has agreed to provide the traffic enforcement. It has invested approximately \$60 million in the project.

Agency Updates

NTTA reports that they will upgrade their system to all electronic tolls on December 10, 2010. TxDOT focus on the first SPUI (Single Point Urban Intersection) to open in Texas at US 75 and Park. RTC notes that 2035 Mobility Plan will require a reduction of \$50 billion in available funding.

Adjourn

There being no further business to come before DRMC, the meeting was adjourned at 1:10 p.m.

The Minutes of the December 10, 2010 Dallas Regional Mobility Coalition Executive Committee Meeting were approved February 11, 2011 by the Governing Body.

Grady Smithey
DRMC Secretary

Members in Attendance:

Name	Entity
Rob Franke	Cedar Hill
Mary Horn	Denton County
Linda Koop	Dallas
Kimberly Lay	Addison, Farmers Branch, Highland Park
Steve Mitchell	Richardson
Geralyn Keever	McKinney
Stan Pickett	Mesquite
Grady Smithey	Duncanville
Karen Hunt	Coppell and University Park
Mike Cantrell	Dallas County
Ron Natinsky	City of Dallas
Carl Sherman	DeSoto, Hutchins, Lancaster, Glenn Heights
John Baumgartner	Allen

<u>Ex-Officio Members Attending:</u>	
Charles Emery	DCTA
William Hale	TxDOT
Allen Clemson	NTTA
Michael Morris	NCTCOG
Gary Thomas	DART
Mike Baggett	Dallas Regional Chamber

<u>Additional Guests</u>	
Ed Wueste	S & B Infra.
John Blain	Dean Intl
Doug Honeycutt	APIA Engineering Consultants
Mickey Nowell	Sam Inc.
David Dryden	TNP
Daphne Johnson	Hayden Consultants
Ernest Randall	
Tammy Espinoza	Hayden Consultants
Eric Starnater	Lamb -Star
Tony Hartzel	TxDOT
Ayub Sandhu	ARS Engineers
Colby Walton	Cooksey Comm.
Venus Wills	Cooksey Comm.
Bruce Arfsteen	Addison
Koorosh Olyai	DART
Rich Larkins	Iteris
Walter Ragsdale	Ragsdale Consulting
Fred Pratt	DART

Name	Entity
Stanford Lynch	FNI
Jay Barksdale	NDCC
Steve Taylor	NDCC
Tom Burke	Chamhill
Dan Chapman	
Mark Nelson	City of Denton
Lori Shelton	NTTA
Greg Porter	Cedar Hill
Sonny Loper	Dannenbaum
Brandi Bird	Bird Advocacy



DRMC

**Dallas Regional Mobility Coalition
Minutes of Meeting January 20, 2011**

Call to Order

The annual joint meeting of the Dallas Regional Mobility Coalition (DRMC) and the Tarrant Regional Transportation Coalition (TRTC) was called to order at 10:15 a.m. on January 20, 2011 TRTC Chair, Katherine Willemon and DRMC Chair, Rob Franke. The meeting was convened in the Texas Star Conference Center, Euless, Texas.

DRMC

At the conclusion of the joint TRTC/DRMC meeting, the DRMC Executive Committee reconvened in the conference room. An agenda was available for the meeting.

SH 183

Chairman Franke recognized Councilmember Koop for a motion concerning State Highway 183. Councilmembers Koop (Dallas) and Stopfer (Irving) requested in a December 10, 2010 letter to DRMC the formation of a Stakeholder Coalition. The Stakeholder Coalition would function similar to the one created to advocate innovative financing and implementation for I-35E. A Resolution of Authorization was prepared recognizing the significance of SH 183 as an integral part of the regional mobility system. The Resolution authorized DRMC to form a Stakeholder Coalition composed of elected officials, businesses, chambers of commerce and other interested SH 183 stakeholders.

The Resolution was adopted unanimously by voice vote.

I-35E

Denton County Judge Horn encouraged DRMC members to circulate the I-35E Resolution of Support among business, chambers, clubs and organizations to support the funding and reconstruction of I-35E. The Resolution will be placed on the DRMC website.

Legislative

There was a brief legislative update. The invitation letter to Texas Transportation Commissioner Meadows to address the February DRMC meeting was provided.

The Governor's inaugural speech emphasized the financial constraints of the 82nd Session, but did not mention transportation. An analysis of TxDOT budget showed the 2010-2011 biennium appropriation of \$18.6 billion, which included \$1.6 billion in stimulus funds. House Bill 1 (filed January 18, 2011) appropriates only \$15.4 billion to TxDOT. That is a reduction of \$3.2 billion or 17.2%.

The Legislative Budget Board recommended policy changes for TxDOT including, a 30% cut in right-of-way funding for the next biennium.

Finally, a chart showing the debt issuance of all state agencies was prepared. It showed transportation debt from: Proposition 14, Proposition 12 and the Texas Mobility Fund. The amount of principal and interest annually projected for the agency is \$891 mil.

Adjourn

There being no further business to come before the governing body, DRMC adjourned at 11:45 a.m.

The Minutes of the January 20, 2011 Dallas Regional Mobility Coalition Executive Committee Meeting were approved February 11, 2011 by the Governing Body.

Grady Smithey
DRMC Secretary