

Dallas Regional Mobility Coalition

2377 Stemmons Freeway
6th Floor Auditorium
Dallas, Texas

October 3, 2008
11:00 a.m.

AGENDA

- I. Call to Order/Introductions**
- II. Approval of Minutes of September 5, 2008 Meeting**
- III. Treasurers' Report and Approval of September Expenditures**
- IV. Committee Reports**

- A. Finance
- B. Legislative
- C. Transportation
- D. Communication

- V. Agency Reports**

- A. DART
- B. RTC
- C. TxDOT
- D. NTTA
- E. DCTA

- VI. Other Business**

- A. Joint TRTC & DRMC meeting. Suggested date Thursday, January 8, 2009

- VII. Adjournment**

SEPTEMBER NOTES

**Dallas Regional Mobility Coalition
Executive Committee Minutes
September 5, 2008**

Executive Committee Members Attending:

Chad Adams (Ellis County)
Douglas Athas (Garland)
Bruce Beaty (Rockwall County)
Mike Cantrell (Dallas County)
William Cecil (Rockwall)
Rudy Durham (Lewisville)
Rob Franke (Cedar Hill)
John Harper (Rowlett)
Mary Horn (Denton County)
Steve Mitchell (Richardson)
Ron Natinsky (Dallas)
Jayne Peters (Coppell)
Stan Pickett (Mesquite)
Carl Sherman (DeSoto)
Grady Smithey (Dallas County)
Rick Stopfer (Irving)

Ex-Officio Members Attending:

Charles Emery (DCTA)
Jorge Figueredo (NTTA) (Jeff Dailey)
Bill Hale (TxDot)
Michael Morris (COG/RTC)
Koorosh Olyai (DART)

Staff:

John Carpenter
Christene Wheeler

OPENING

Chairman Mike Cantrell called the meeting to order.

MINUTES- The first order of business was the approval of the minutes of the August 1th, 2008 DRMC Executive Committee meeting. The minutes were approved unanimously.

TREASURER'S REPORT- Councilmember Rick Stopfer presented monthly report for August and moved for approval. The treasurer's report was approved unanimously.

FOCUS TOPIC: WEBSITE ROLLOUT- www.dallasmobility.org

-Communications

Report given by Jayne Peters.

Ms. Peters reported that the Communications Committee met and reviewed the proposed design for the website. The committee recommends that the board approve the website for launch next week. She introduced Colby Walton to present the website to the board.

Presentation given by Colby Walton.

Demonstrated the different areas and features of the website. Went through how easy and informative the web pages are.

A motion was made to approve the website for launch. There was a second. The website was approved unanimously and will be launched next week.

COMMITTEE REPORTS

-Finance Committee

Report given by John Harper.

There is a pending report on the proposed 2008-2009 budget. There are still some questions regarding the proposal. Once answered, the budget will be presented to the board for approval.

-Legislative Committee

Report given by Rob Franke.

Discussed the Rail Initiative and what DRMC's recommendation should be on it. After much thought and debate, it was decided to recommend a joint committee composed of the Legislative Committee and the Transportation Committee. The objective of this committee would be to draw parameters around what DRMC's recommendations on Legislation should be. The committee would not actually draft the legislation. This would assist in DRMC having a better position when it comes to forming the stand with the consultants.

Commissioner Cantrell suggested that Chad Adams should chair the joint committee. It was suggested that an Ad Hoc Committee be formed with the members being:

Mike Cantrell	Linda Koop
Chad Adams	Rob Franke
John Carpenter	Carl Sherman

This committee will follow and assist in keeping the board informed of the Lobbyist Consultant and recommendations to DRMC.

-Transportation Committee

Report given by Carl Sherman.

The committee discussed several items including Fund 6 and the diversion of transportation funds. It is recommended that DRMC create and pass a resolution to stop the diversions of funds and that they be appropriated back to transportation.

Commissioner Cantrell suggested passing the resolution that was drafted and in the packet. A motion was made, second and discussion was requested. Bruce Beaty had concerns about the effects on education by approving the resolution. It was confirmed that this would not effect the education funding. The board voted unanimously on the resolution

AGENCY REPORTS

-DCTA

Report given by Charles Emery.

-According to the branding, the DCTA rail will be referred to as the A-Train.

-Stated concern that there is a negative arbitrage in purchasing power on the funds that are sitting with TxDOT in Austin. That adds up to \$400,000 per calendar day of lost purchasing power on those funds. This adds up to \$12 million a month. Since November 2007, the total of lost purchasing power is over \$100 million. We need to get the money back into the Metroplex so that this lost will stop or slow down. There needs to be a massive appeal to loose these funds back to the region.

Grady Smithey asked that a resolution be drafted and passed by DRMC.

Mary Horn suggested that every DRMC board member sign the resolution in order to make a statement and send to every legislature represented by the DRMC region.

Commissioner Cantrell asked for questions and there were none.

-RTC

Report given by Michael Morris.

-Handed out the Regional Transportation Council's Mobility Plan. This is an approved executive summary of the air quality conformity. Trying to get everything to construction as quickly as possible to deter the cost of inflation on projects. Suggested that the best approach to the inflation loss would be to get the money back into the region and start projects and not invest the money. The objective is to address projects that have been on the books for the longest time.

-Reviewed the Legislative Program's Draft Subjects for Review. The TRC is for the actively pursued list of the draft. Went over briefly. Michael Morris stressed

that it has a lot to do with eliminating bureaucracy and putting aside personalities for the sake of advancing projects.

- There was a brief discussion on primacy.
- Reviewed the Local Motion handout.

Commissioner Cantrell asked for questions.

Judge Adams asked about primacy and 792. He also asked for the groups opinion on the issue.

After some discussion, Grady asked that the discussion be postponed until he has had a chance to submit his proposal to the sub-committee.

It was decided that the Legislative Committee would review the proposals at the upcoming Legislative Committee meeting.

-TxDOT

Report given by Bill Hale.

- This year TxDOT has let \$756 million.
- The commission voted to issue \$1.5 million in bonds.
- Reviewed handout briefly.
- TxDOT is restructuring to become more efficient.

Commissioner Cantrell asked for questions.

Rob Franke asked where the \$1.5 million would be distributed.

Bill Hale responded that it would go to projects that have been put off and moved back.

Commissioner Cantrell asked for questions and there were none.

-DART

Report given by Koorosh Olyai.

- Ridership on the HOV was at an all time high in August.
- Loop 12 & SH-114 will be awarded at the end of October.
- Green Line Corridor is still under construction.
 - The CBD Station continues modifications.
 - The West End Station will be relocated for 30 days starting Sept. 13th.

Commissioner Cantrell asked for questions and there were none.

-NTTA

Report given by Jeff Dailey.

- Section 1 & 2 of SH-121 open on Sunday
- Section 3 should be under construction in 1-2 months.
- Had ground breaking on Eastern Extension.
- Lewisville Take toll bridge is about 55% complete. It is tracking well and looking to be open in August of 2009.

Commissioner Cantrell asked for questions and there were none.

OTHER BUSINESS

-792 Update

Report given by Grady Smithey.

- The hearing in Dallas during the Transportation Summit was 3 hours long.
- Grady Smithey is working on a draft proposal for the primacy issue.
- He will advise the committee of the final hearings on 792.
- Urges everyone to look at the 2030 website and submit comments or ideas.

Commissioner Cantrell reminded all of the AD Hoc Committee and of the October 3rd meeting.

ADJOURNED

Respectfully submitted,

Grady Smithey
Secretary, DRMC

Date

**REGIONAL PARTNERSHIP
PROGRAM
9/25/08**

DRAFT

Regional Partnership Program Draft - Expediting Legacy Projects

Background: It appears the regional five toll roads will not be constructed within five years. The national credit crisis is hurting North Texas Transportation Authority's access to revenues. TxDOT for unrelated reasons has an equally difficult cash flow problem. Therefore, two of our partners, North Texas Tollway Authority and TxDOT, are experiencing near term revenue restrictions. The Regional Transportation Council still has access to \$3 billion and private sector financial institutions remain eager to transfer investments from high risk mutual funds to low risk fixed income toll road projects. Therefore, two partners have near term revenue concerns and two partners have near term revenue capabilities.

This overview is not intended to identify blame, but to reveal a potential regional partnership program. This program would advance legacy projects during high construction inflation times. On the other hand, delaying implementation would help near term cash flows but greatly increase out year costs. By exploring a regional partnership program that reduces risk to North Texas Tollway Authority and TxDOT and advances legacy projects at the same time creates a win-win opportunity. This opportunity is in the advancement of project construction now with reduced inflation later. Neither North Texas Tollway Authority or TxDOT has requested any assistance in solving this problem. This initiative is being offered to enhance communication between the institutions.

Below is a proposal that details this potential regional partnership.

- Proposal:**
1. "Regional Transportation Council funds NTTA \$250 million in regional toll revenues," reducing the need for North Texas Tollway Authority to sell its remaining "bond anticipation" notes by November. North Texas Tollway Authority would repay the Regional Transportation Council over the next six to seven years at interest rates that are most likely 50 percent of what they would be otherwise.
 2. North Texas Tollway Authority constructs Southwest Parkway from I.H. 20 to the U.S. 67 bypass. This section should come close to paying for itself. The Regional Transportation Council/TxDOT would pay for the needed interchange at I.H. 20. The U.S. 67 bypass would need to be expanded to load and unload the southern entrance/exit of the Southwest Parkway. A review of North Texas Tollway Authority costs for U.S. 67 improvements would need to be reviewed. Revenues obtained from the toll road sections that have 50 mph speed limits would need to be reviewed. Interchanges could be stage - constructed since not all ramps are warranted in the near term. The Regional Transportation Council should advance \$3 million in surface transportation program funds to provide for the Union Pacific train car sorting demonstration project. These funds already exist on the project. The Regional Transportation Council should be prepared to pay up to \$50 million as part of a cost sharing arrangement with the Union Pacific Railroad for toll road clearance at Davidson yard. The Regional Transportation Council may wish to entertain a long term revenue sharing arrangement with Fort Worth to pay back a portion of these funds. This initiative would get the Southwest Parkway under construction reducing out year costs. Gas tax monies that are unused for this initial construction phase

would either be retained for the I.H. 30 interchange or go to construction of the I.H. 35W/I.H. 820 interchange depending on North Texas Tollway Authority's capability of constructing the northern section of the Southwest Parkway.

3. I.H. 35 W/I.H. 820 Interchange. Moving ahead on item 2 above may create additional revenue for the construction of this interchange.
4. S.H.161 Completion. S.H.161 should be built by the private sector using TxDOT's public private partnership procurement procedures under the following conditions:
 1. The private sector will produce a minimum up-front payment that is \$500 million above the construction of the project.
 2. The Regional Transportation Council gets repaid its \$301 million investments in phases two and three, with interest.
 3. All Regional Transportation Council revenue sharing policies are implemented with regard to the up-front revenue. This will result in 87 percent of the revenue remaining in Dallas County.
 4. North Texas Tollway Authority shares in 50 percent of this revenue with the Regional Transportation Council/TxDOT receiving other 50 percent. North Texas Tollway Authority would be permitted to purchase the toll road from the private sector whenever they wish, most likely after their revenue cost bottleneck period in the next six to seven years. North Texas Tollway Authority, the Regional Transportation Council and TxDOT would be encouraged to use that Dallas County revenue on the "Trinity Parkway."
5. Trinity project with improvements on S.H.183 and S.M. Wright. With revenues from the S.H. 161 project and with existing gas tax revenues already allocated to the Trinity project – stage construct the Trinity project from U.S. 75 to S.H. 183. It is suggested that the project be staged with existing revenues and no bond financing in order to meet future Corp of Engineer primacy requirements. Bond financing on the Trinity project may be risky if the Corp of Engineers can eliminate the parkway from the Trinity corridor because of a future flooding event. By stage constructing the project with gas tax and S.H.161 revenues, the Trinity Project can be built in the near term. It would be a true parkway since not all of the interchange construction could be afforded in the near term. Since bond holders would not need to be satisfied and since no money is borrowed, revenues from the project could build later stages of construction. Again, inflation is defeated through stage construction of the project.

Conclusion: The above summary is for discussion purposes between the Regional Transportation Council, TxDOT and the North Texas Tollway Authority. It is intended to advance project funding when two of our partners are experiencing near term cash flow.

Michael Morris

September 25, 2008

Michael Morris' next steps:

1. Transmit this proposal to the Regional Transportation Council.
2. Continue to meet with Jorge and Bill.
3. Prepare action items for the Regional Transportation Council on areas of agreement.

**CARROLLTON LETTER
TO DRMC**



September 4, 2008

John Carpenter
Executive Director
Dallas Regional Mobility Coalition
8445 Freeport Parkway, Suite 640
Irving, TX 75063

Dear Mr. Carpenter:

I am writing to inform you that our City Council has opted not to participate in the Dallas Regional Mobility Coalition for the upcoming Fiscal Year. Thank you for assistance and support in the past.

Sincerely,

Leonhard Martin
City Manager

Cc: Mayor and Council
Regina Givens, Finance Department, City of Irving

CITY MANAGER

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