

DALLAS AREA RAPID TRANSIT
2030 COMMITTEE PUBLIC HEARING
PUBLIC MEETING TO RECEIVE COMMENTS

AUGUST 21, 2008

* * * *

1401 Pacific Avenue
Board Room
Dallas, Texas

ORIGINAL

1 (P R O C E E D I N G S)

2 MR. WALTON: My name is Mike Walton. I have
3 the privilege of chairing the Committee. I am from Austin.
4 Let me give you a little bit of background about the
5 Committee and then we will have the others introduce
6 themselves as well.

7 As you know, this exercise is intended to make
8 an assessment of the transportation needs for the state of
9 Texas through the year 2030. And in that capacity, the Chair
10 of the Transportation Commission has tasked this Committee,
11 if you will, or appointed the Committee to help guide the
12 study team that is performing the estimate, if you will.

13 We began, I think it was, in June. This is
14 our fourth public hearing. We started off with one in Austin
15 and El Paso, Houston, and now we're very pleased to be here
16 in Dallas. The Committee has only met a few times. And we
17 had an earlier meeting today over in Fort Worth at BNSF
18 Building.

19 So again, we are delighted to be here. We
20 look forward to the participation of all of you in this
21 exercise. Again, thank you for being here.

22 I should mention that the team of, if you
23 will, professionals engaged in performing the assessment are
24 from Texas A&M, Texas Transportation Institute, The
25 University of Texas, The Center for Transportation Research.

1 They are doing an excellent job so far in helping to -- us
2 understand what the challenges are for the state and
3 performing that need. So again, we look forward to your
4 participation in this effort.

5 And at this time I'd like to ask the Members
6 to introduce themselves and any opening comments they would
7 like to make.

8 And start with you, David.

9 MR. LANEY: My name is David Laney. I am a
10 lawyer from here in Dallas. I really have no comments other
11 than I'm delighted to have -- to be having a public hearing
12 here in Dallas rather than anywhere else in the state which
13 doesn't count. So we are delighted to be here.

14 MR. THOMAS: My name is Gary Thomas. I am the
15 President/Executive Director of Dallas Area Rapid Transit and
16 I'm excited to be on this Committee. Thank you for being
17 here.

18 MR. MARCUS: I am David Marcus and we felt the
19 same way in El Paso about having a public hearing. I am a
20 CPA in El Paso. I am also the treasurer of the Camino Rail
21 Regional Mobility Authority, El Paso's own RMA. And I am
22 very pleased to be here today in Dallas. Thank you for
23 hosting us.

24 MR. ALLEN: My name is Ken Allen. I work with
25 HEB food stores. And I'm the head of logistics for HEB out

1 of San Antonio.

2 MR. NOBER: My name is -- I am Roger Nober
3 with the NSF Railway in Fort Worth. And we hosted a work
4 session this morning and was pleased to have everyone over to
5 the Fort Worth side of the Metroplex. And appreciate y'all
6 hosting this. I'm practicing my y'all's -- happy that folks
7 are having us over this afternoon.

8 MR. LOONEY: I am Cullen Looney. I am an
9 attorney and a businessman from down in the Lower Rio Grande
10 Valley. And I'm pleased to be on the Committee and learn
11 about some of the transportation issues and help try to come
12 up with some ideas on them. I thank Gary and Roger for
13 hosting the meeting here. And maybe someday we will get you
14 to South Texas.

15 MR. WALTON: Thank you. Again, appreciate you
16 being here. Let me ask that -- you know the drill as well as
17 I do, that many of you have been invited to provide
18 testimony. After the invited people have spoken, we'd like
19 to open it up to anyone else who would like to provide any
20 input to the Committee activities. We welcome your
21 participation. We would like to keep the remarks brief, of
22 course, so that we can get through to everyone.

23 And we do have a list, an agenda that -- we'll
24 start with that. I'd like -- again, the five-minute rule.
25 We have someone over here from Texas A&M; is that right? So

1 you know he knows five minutes when it comes up. And it is
2 hard for the University of Texas guys to -- again, he will
3 help us and help you.

4 First I'd like -- I know there are a couple of
5 people who have commitments and other meetings this
6 afternoon. We appreciate you being here. We will start with
7 Grady Smithey, Jr., Duncanville City Council.

8 MR. SMITHEY: Thank you, sir. I'll try to
9 hold it to five minutes. But if I talk as fast as I need to
10 you may not be able to understand me.

11 I am in my 19th year as a member of the
12 Duncanville City Council. I spent 13 of those 19 on regional
13 transportation. And I was a member of the -- for 25 months
14 of the First Trans Texas Advisory Committee. And am also a
15 founding member of the Dallas Regional Building Coalition.
16 I've been trying to deal with the issues for a long time,
17 tried to get to everything and build service roads when they
18 didn't want to and those kinds of things.

19 First -- I think the first thing we need to
20 mention is, before we do anything else in this state, we have
21 to stop the diversions from Fund 6. I lobbied very hard in
22 1999 with the Dallas Regional Coalition. We were trying to
23 get eight cents through the gas tax raised. We ended up, you
24 know, unfortunately only getting five cents for TxDOT. And
25 of that five cents we've been able to spend 1.1 cents on road

1 construction.

2 That is very discouraging whenever you go down
3 and go through what you have to in the legislature. You
4 know, Texans are terribly tight in the purse when you're
5 asking for additional taxes or additional user fees. You
6 hope those things will go to what you are paying for.

7 Secondly, we need to come up with a reasonable
8 mix of taxes and fees to fund the mass transit in our metro
9 areas. With all due respect, some of the items that I have
10 heard are just, you know, very difficult for me to take back
11 to my constituents.

12 Somebody mentioned the other day we are going
13 up on car registrations as high as \$300. That is just
14 absolutely ridiculous in my opinion. Frankly, if you go
15 up -- even if you go up \$100, you're looking at 163.50.

16 Any of you remember the -- remember when we
17 added about \$10 to our County figure back in the '90s and we
18 almost got our County Commissioners and Judges lynched over
19 that? They came to the meetings for several months and yelled
20 at me. And I understand that.

21 But we need not to throw out the notion of
22 taxes. We need not to throw out the notion especially of
23 sales taxes. Because, frankly, when I spend 11 months along
24 with a lot of other folks in this room trying to study how we
25 can finance things, sales taxes are the only other thing that

1 can reasonably grow with the population growth. You guys
2 charge me an extra \$100 for each one of my cars, I am going
3 to tell you something, I am going to sell one or two of them,
4 you know. And therefore, you are not going to get the money,
5 I want you to know that.

6 We also need to take a real hard look at the
7 increase in truck fees in this state. With all due respect
8 to trucks, I see International -- whatever, Commerce
9 Commission -- Interstate Commerce Commission will not allow
10 you to spend -- to charge more money to out-of-state trucks
11 than you charge your own.

12 So if we charge a 400 to \$500 registration
13 fee -- I don't know exactly what it is, but it was 480 the
14 last time I checked, then when a Texas truck comes into
15 Illinois carrying cargo they pay \$2,000, which is what
16 Illinois charges its trucks. When an Illinois truck comes
17 down here they pay \$480, which is what we charge ours.

18 That is something to look into too. Because
19 one fully-loaded 40-footer does as much damage to the road
20 surface and subsurface as 10,000 passenger cars. I used to
21 feel bad for them when I saw that \$3,700 a year road tax on
22 the back of the trucks. But I don't feel so bad about them,
23 understanding that.

24 Finally, we need a parallel receiver route to
25 I-35 in the worst kind of way. What worked for 69 is not

1 going to work for 35. 35, if you try to do what -- if you
2 try to just expand I-35 you take so much business property
3 there's -- I-35 has almost become a strip city between Dallas
4 and San Antonio. And from San Antonio north to the Red River
5 we really do need -- I don't -- please don't call it Trans
6 Texas Car -- I don't care what you call it, but it needs to
7 happen. And it needs to happen because of -- it's two-thirds
8 to 70 percent of the traffic comes in from Mexico and come up
9 that road in the whole country.

10 So what is happening is we are asking Texas
11 taxpayers to subsidize the true delivery cost of goods to the
12 rest of the country. That is not right. That is not fair.
13 That is not right. This is a good example of a place where
14 we can use tolls. And hopefully we will do that.

15 You know, I -- frankly, I'd like to say that I
16 was encouraged about what is happening with the things that
17 have gone on in transportation. But I can't. I think I am
18 more discouraged now than I ever have been. Because we are
19 basically just so tax diverse in Texas we won't do what needs
20 to be done.

21 Now, we put two roads on the future program.
22 One -- I-10 certainly justifies it. And another, I-69, which
23 will be a road at some point. But we left off one of our
24 biggest, and that's I-20. When you go out to West Texas
25 where the road splits, I-20 and I-10, a whole lot more

1 traffic comes on I-20 than comes off I-10. But we left that
2 off as far as the future program. If there's another call
3 for that, we need to get that back on.

4 Now, let's talk a little bit about what the
5 Committee that I am on basically does. I mean, the 792
6 Committee, we look at what happened in the competition. And
7 I've got to tell you, I'll be 66 years old next Thursday.
8 And one of the constants in my life has always been that
9 Republicans believe in Competition and Democrats believe in
10 regulating a monopoly. The world is turned upside down. Now
11 I can't get the Republicans to even say they believe in
12 competition anymore.

13 We have got a situation currently, frankly,
14 where primacy just skews the market evaluation process where
15 you can't tell what something ought to be worth. A good
16 example of that is the 121/161 thing. 121, even though you
17 couldn't really have a competition but you can fight to have
18 a competition by the legislature, you'll end up getting 3.3
19 billion dollars. 161 is about half the length of that but
20 has basically the same traffic counts. And that bid was 1.62
21 billion dollars.

22 THE TIMEKEEPER: Time has expired.

23 MR. SMITHEY: I know, but I am going to say
24 the rest of this anyway. Y'all can run me off if you want
25 to.

1 Of which only 164 million is coming back to
2 Dallas County. Well, the whole system is basically
3 predicated on money that started off in Dallas County. I
4 mean, that is really a rip off to the Dallas County road
5 users.

6 Plus, in our testimony before the Committee on
7 the -- on the 22nd of July, we were told that it would bring
8 at least 500 million dollars more than that 1.2 billion
9 dollars. It's hard for me. I believe the NTTA has done a
10 heck of a job on what they've done. And they're our partner
11 of the future.

12 What we saw this morning on east -- on the
13 east extension of 190 is what we are going to have to do in
14 the future. Which is we're going to have to supplement them
15 some and they're going to have to give us some money back, to
16 TxDOT and to the taxpayers. Anytime you ask me to give up
17 500 million dollars over for Dallas County road users that
18 gives me heartburn.

19 Thank you very much. And I will be glad to
20 answer any questions if you got any.

21 MR. WALTON: Thank you, sir. Any questions or
22 comments?

23 (No response.)

24 MR. WALTON: Next I'd like to call Leslie
25 Jutzi, The Allen group.

1 MS. JUTZI: Good afternoon, Dr. Walton,
2 Mr. Marcus, the esteemed Members of the 2030 Committee,
3 distinguished officials and members of the public. I am
4 honored to be here today representing The Allen Group to
5 comment on the most pressing transportation needs affecting
6 North Texas. There could not be a timelier topic than this
7 for North Texas.

8 I would also like to congratulate the
9 Chairwoman for empanelling such a Committee. Her foresight
10 in establishing this most esteemed Committee is reflective of
11 her leadership and her desire to make sure that TxDOT is a
12 relevant part of the solution to the state's transportation
13 problems.

14 I will start my testimony by stating that The
15 Allen Group is delighted to be in Texas. Richard Allen is an
16 innovator who spots trends and anticipates goods movements
17 prior to them occurring. He has a reputation nationally and
18 internationally as a visionary. And this is what has enabled
19 him to focus upon an intersection in Dallas on its south side
20 as the key to economic vitality for not just Texas, but for
21 the United States and North America.

22 It is because of his vision and the City of
23 Dallas policies that heretofore encourage private investment
24 within the region that The Allen Group currently holds 6,000
25 acres in southern Dallas County and is creating the premier

1 inland distribution center: The Dallas Logistics Hub. The
2 Hub capitalizes on the Central and South American trade
3 moving South to North, and the growing China and Pacific Rim
4 trade moving West to East via ship, rail and truck, with all
5 converging in South Dallas County along the I-35/I-20/I-45
6 corridor. This is why Richard Allen has created an
7 international master plan development in four cities in South
8 Dallas County.

9 The Hub is designed for 60 million square foot
10 of light industrial, commercial and retail development, and
11 is anticipated to have 68 billion dollars impact to the North
12 Texas Region's economy over the course of the next 25 years.
13 It will generate jobs, wealth, economic expansion and new
14 facilities, such as community colleges, schools and hospitals
15 all in South Dallas County.

16 This is an area of the County that has been
17 overlooked for years. The North Texas Region has typically
18 grown North, East and West, and specifically the
19 transportation funding emphasis has been on projects in North
20 Dallas and Souther Denton and Collin Counties in North Texas.
21 However, Southern Dallas County developers represent roughly
22 20 percent of all land south of I-20 to the Dallas County
23 line between I-35 and the Trinity River. The developers at
24 full build out will have the ability to add more than 100
25 million square feet of development space in this area. This

1 is equal to 3.5 billion dollars of private investment in 2008
2 dollars.

3 The volume of this development space is more
4 square footage that the entire Tarrant County industrial
5 market, including Alliance. It is also 25 percent of the
6 total Dallas County industrial market. If it was its own
7 market it would be ranked 38th in the nation right now in
8 terms of square footage.

9 The Allen Group appreciates the ability to
10 play a vital role in the economic stimulus of this region of
11 the Metroplex. But your Committee and TxDOT have the most
12 important role to play.

13 Transportation infrastructure and economic
14 stimulus are TxDOT's job because transportation means
15 economic development. It is not simply a matter of moving
16 people; there must be recognition that there is also an issue
17 of providing access to properties with jobs. With the access
18 to jobs, there will be better schools, more colleges,
19 hospitals and other opportunities.

20 The decisions that the Transportation
21 Commission and TxDOT make will provide the most important
22 economic development stimulus in the state of Texas. With a
23 population that is growing from 24 million statewide to 51
24 million by 2040, the transportation mobility issue's focus
25 upon the movement of goods and people more efficiently is

1 imperative so that we may avoid a scenario whereby we sink as
2 a state under the weight of congestion.

3 To be successful, we must understand the
4 effect of transportation decisions on economic development.
5 And in order to continue to promote the business
6 opportunities in Texas, businesses must be assured of
7 reasonable mobility within the state and a system that links
8 transit, rail, aviation and seaports.

9 We all know of the transportation congestion
10 along I-35 and the fact that there needs to be a parallel
11 route to alleviate the backup. We are all aware of the need
12 to expedite Loop 9 and to complete State Highway 161 and the
13 Trinity River Project. We recognize that I-20 is the major
14 East/West route throughout the United States, and yet it is
15 not a designated corridor of the future.

16 However, the only way that Texas will be able
17 to address the mobility issues along these routes is if it
18 addresses the transportation funding issue. Several funding
19 options have been explored within this region, including:
20 Indexing the gas tax to the consumer price index, segregating
21 the State Highway Fund 6 for the true transportation
22 projects, raising the gas tax, raising vehicle registration
23 fees, developing more tollroads and consideration of other
24 revenue mechanisms to raise funds for essential
25 transportation projects.

1 No matter what variety of options are chosen,
2 it is important that you are able to justify a funding
3 recommendation that will both maintain the system and provide
4 for its expansion to meet the future transportation needs in
5 the year 2030.

6 Thank you.

7 MR. WALTON: Thank you. Questions, anyone?
8 Comments?

9 (No response.)

10 MR. WALTON: Next I'd like to call Randall
11 Chrisman, Chairman of DART. Thank you again for your
12 gracious hospitality and invitation to hold the meeting here.

13 MR. CHRISMAN: Chair Walton, Vice-Chair
14 Marcus, we do very much appreciate you being here. And the
15 distinguished Members of this Committee, thank you for
16 letting us host this public forum here for DART. We are very
17 excited to have you here and glad you are back in God's
18 country.

19 I want to tell you real quick, we're also very
20 proud of Gary Thomas, our President and Executive Director.
21 We think he is a very valuable resource to your Board here.

22 Let me tell you a little bit of background
23 first. DART is right now going through its 25th anniversary
24 this month. What does that mean? Well, back about 25 years
25 ago Dallas was going through a pretty good building move.

1 Gas was about 1.30 a gallon.

2 You fast forward that, you know, it wasn't the
3 best of times to say we need an alternative source of
4 transportation. But the visionaries back then decided that
5 you were going to need that if you want to continue to grow
6 this area. So the people came together. They voted a
7 one-cent sales tax on their population to say we are going to
8 fund this, and we started DART.

9 Now, we move forward 25 years, which is really
10 a short time in a transportation industry. But right now our
11 HOV, we have got 75 miles with -- partnering with TxDOT. We
12 have more than doubled that in recent times. Our Green Line,
13 which is our lightrail build out, the longest in North
14 America. Let me repeat that, the longest in North America,
15 almost 28 miles. Stretches from Southeast Dallas all the way
16 up to the northwest area towards Farmers Branch and
17 Carrollton. We are experiencing wonderful growth on that.
18 We expect that to carry a lot of people.

19 Real quickly, let me tell you where we are.
20 Right before the State Fair next year we should open our -- a
21 portion of that from the American Airlines Center all the way
22 down to MLK. But that will serve our Fair Park area.

23 In December 2010 we are also working on our
24 Orange Line, which is another 124 miles of lightrail. That
25 will go from our Bachman Station out to Las Colinas. That is

1 scheduled for 2011. On to the edge of the DFW Airport at
2 Beltline, 2012, and onto DFW by 2013. So we are very excited
3 about that as well.

4 Our Blue Line, in addition, will be extended
5 out from Garland to Rowlett by 2012. And that is moving --
6 that is another four and-a-half miles of lightrail. We are
7 also in 2014 planning our second downtown alignment, which
8 will help get that traffic through this area. And they are
9 having to coordinate with the streetcars and underground
10 utilities and things like that.

11 We've also got another Blue Line extension
12 down to the University of North Texas down south in 2018.
13 And then we start working on our 2030 projects, including our
14 north cross down the Cotton Belt area. People are now trying
15 to say, hey, how do we speed those up. Not that we don't
16 have a lot going right now.

17 TOD, you will hear a lot of that. We have got
18 over seven million dollars either on the ground or planned
19 for different stations that we mentioned. We are also -- I
20 have got a 35-mile commuter line that we have got over to
21 Fort Worth that we are sharing with the City. We're also
22 doing paratransit, van pools. All this is going to lead to
23 reduced traffic, cleaner air and economic stimulus.

24 So what does that mean? Let me go a little
25 more direct here. One of the problems we have had, I guess,

1 has always been TxDOT versus us or highways versus transit.
2 Somewhere along the way we are going to all have to get
3 along. I think there needs to be separate funding for those
4 different groups.

5 It seems like that when TxDOT has some
6 money -- and they are in need of a lot of highways and other
7 improvements as well -- but when you go to us, it's like,
8 well, we are taking their funds or they're taking our funds.
9 It really shouldn't be that way. We should work in
10 coordination here.

11 When they go out for right of way or when we
12 go out for right of way we need to talk and say, hey, you
13 know, can you give us some right of way along there or let us
14 buy into that and cooperate.

15 We've done a great job with NTTA and
16 George Bush allowing us to park under there. It was -- we
17 maintain it; we pave it; we let people park there. So those
18 are some of the good things that are happening along the way.

19 Let me just tell you, we are going from six
20 million to nine million in this area. So the cost of doing
21 nothing means more idle time in traffic, worsening air
22 quality and rising medical costs, is what that translates to
23 for us that have allergies. You also have lost business. If
24 you want to keep this a viable area and people moving in
25 here, we've got to give them a chance and ability to move

1 around.

2 So in conclusion I want to thank Chairwoman
3 Delisi for forming this Committee. And I think it's
4 wonderful that you're looking at transportation needs. Thank
5 you for allowing DART to host us. And again, I hope you will
6 rely on Gary as that asset because I think he can tell you a
7 lot about transportation needs.

8 Be glad to answer any questions if you have
9 any.

10 MR. WALTON: Thank you, Mr. Chrisman. And
11 yes, we are very fortunate to have Gary as a member of the
12 Committee.

13 MR. CHRISMAN: We agree. Thank you.

14 MR. WALTON: Thank you very much.

15 Next I'd like to call on John Murphy,
16 President, Executive Board, North Central TCG, and member of
17 the Richardson City Council.

18 Welcome, sir.

19 MR. MURPHY: Thank you very much. I would
20 like to thank you for the opportunity to be here today. And
21 I'm going to take a little bit different approach here. All
22 the folks that are going to follow me, and some that have
23 preceded me have been very astute in evaluating all those
24 numbers, which have a lot of zeros following them. But I'd
25 like to talk to you a little bit about philosophically how we

1 need to address transportation issues. And this is my
2 opinion, basically, in the state of Texas, and in
3 particularly the North Texas area.

4 I want to focus on just three thoughts today.
5 And these you will hear referred to in many different forms.
6 But if we keep these things in mind as we go forward I think
7 we will turn up a better product in the end.

8 First thing is -- I'd like to do is I'd like
9 to encourage us to support solving issues locally. Here in
10 the North Texas area, as in South Texas and the Austin area,
11 and I am sure El Paso as well, we are pretty smart folks.
12 And we know how to kind of address the issues. And what we
13 are looking for is -- we've got this willingness to tackle
14 these issues, but what we are looking for is for folks not to
15 get in the middle of what we are trying to do and tell us how
16 to do it. But ask the question: How can we help you do what
17 you're thinking about doing?

18 And you will see when Michael Morris comes up
19 here in a little bit, and many of you know Michael already,
20 we have a very capable MPO in this area, and our Regional
21 Transportation Council. We know the numbers. We know where
22 folks are coming to, we just need a way to get there. And so
23 working together is our best opportunity.

24 Don't tell the governor that I said this, but
25 we don't need his intervention in what we are trying to do.

1 And we don't need the legislature to get involved in the mix
2 either, unless we are in need of their support. Working
3 together in a partnership, that is the best way for us to
4 solve the transportation issues.

5 The second point I'd like to make is don't try
6 to divide us; make us work together. Many times single
7 cities, single counties strike out on their own and try to
8 achieve their own legislative agenda or -- you know, for
9 their own individual purposes. And those aren't necessarily
10 for the benefit of the region. In fact, a lot of times those
11 are to the detriment of the region. And these single-city or
12 single-county solutions are a little bit dangerous if they
13 turn us against ourselves.

14 We worked hard to overcome our issues here.
15 In the past we have had -- and you-all have heard about the
16 traditional sort of -- it has not been a war, but it's been
17 some conflict over the years between the cities of Dallas and
18 Fort Worth. And all the little cities in the area kind of
19 jump on that east and west bandwagon.

20 And we have had some real success in working
21 those things out and working together and making some good
22 things happen for the Region. So we ask that no one get in
23 the middle of our stuff and try to divide us and divert what
24 we are trying to do.

25 I'd like to tell you that not every county

1 needs an RMA and a local toll authority. We -- not every
2 place that is an individual entity needs to have one of
3 everything. We need to work cooperatively and share the
4 resources that we have; and work to common goals rather than
5 the fight for the mentality that sometimes prevails.

6 The third thing and the last thing I'd like to
7 say is don't concrete everything. And you will hear this
8 from a lot of folks now who are environmentally more astute
9 than they were a long time ago. They are beginning, as Gary
10 can well attest, and Randall mentioned before, to really
11 understand the benefits of being able to ride the rail.

12 And although TxDOT is traditionally identified
13 with roads, you know, I -- there is nothing specifically that
14 says that TxDOT can't support rail activities. If there is a
15 way to make that happen that would be much appreciated. And
16 I am sure it would provide a better future for TxDOT and all
17 of us if we all kind of thought of transportation as
18 including all of the umbrellas, or that be the umbrella for
19 all transportation that falls under that.

20 I hate to say this. I know there's --
21 probably some developers behind me. So if you see me duck
22 it's because I hear the gun being cocked. But we cannot let
23 developers in their land speculation push us out to the --
24 with the theory that if you build it they will come. We have
25 already proven that is true in the North Texas area and in

1 other parts of Texas as well.

2 What happens is that someone goes out in a
3 rural part of Texas and buys a piece of land and that -- they
4 carry economic development and ever increasing concentric
5 rings further out from usually a Metroplex area just like
6 Dallas Fort Worth.

7 So we are already out there talking about the
8 next LBJ, but of course now we have got George Bush. And
9 when George Bush connects around to all of the places where
10 it is connecting to and all of the sudden it is crowded we
11 will be talking about Loop 9, which is another concentric
12 ring.

13 And so as we keep pushing further and further
14 out, that is going to be a continual problem for us to deal
15 with. Because inside that ring we leave a progressive number
16 of deteriorating properties that now become brown fields. So
17 I would like to see, and I have heard others say as well,
18 some sort of reward for folks who are in transportation,
19 development business, that sort of thing, to do brown field
20 redevelopment rather than focusing constantly on the green
21 field.

22 So those are the thoughts that I wanted to
23 share with you. It is not very meaningful to you compared
24 with all the others that are going to bring information to
25 you. But I thought you might want to have just kind of a --

1 from-the-heart kind of a feeling of where we are going and
2 what we are up to.

3 So thank you very much for your time.

4 MR. WALTON: Thank you very much for those
5 comments. And in fact, many of those points were covered in
6 our meeting just before coming here. So thank you very much.

7 MR. MURPHY: I was not eavesdropping.

8 MR. WALTON: No, it means we are on the right
9 track.

10 Any questions or comments?

11 (No response.)

12 MR. WALTON: All right. Thank you.

13 Next, Michael Morris, Director of
14 Transportation, North Central.

15 MR. MORRIS: Dr. Walton, it is nice to see you
16 again. With the time limit, I am going to be speaking at
17 three billion dollars a minute today.

18 It is nice to see Chairman Laney here. I
19 predicted incorrectly, but I thought David Laney was going to
20 be the US Secretary of Transportation in the year 2000. And
21 I think they made a mistake and I think he should have got
22 that post. I don't know if he wanted it, but after his
23 Chairmanship at TxDOT I thought he was going to be the person
24 being shipped to Washington for that post. He was shipped to
25 Washington for other posts.

1 And, Mr. Chairman, it is nice to see you
2 again.

3 It is nice that you picked one of our
4 colleagues on your Committee, Gary. I'd like to know the
5 rest of you better.

6 What I am going to do in my presentation is
7 not be an advocate from the Dallas Fort Worth Region. What I
8 am going to do is, if I was in your shoes, where is
9 information that can help you do what you need to do, because
10 I have served in some statewide arenas previously that I
11 think has information that can help you.

12 If you go to the first slide, in your
13 Committee request was what are some of the goals you would
14 accomplish if, in fact, we were to do a better job. I won't
15 go through those in the interest of time. You have those
16 there.

17 One of the data sources I think you should use
18 is the Texas Metropolitan Mobility Plan. So they've been put
19 together. If you flip to the next graph, I chaired the
20 ATMAs. As you know, TMAs are areas over 200,000. So the
21 eight largest metropolitan regions we went and developed
22 uniform performance measures that I will review with you.

23 Those same procedures were then implemented in
24 the 17 smaller metropolitan planning organizations in Texas.
25 And of course, you'd have to look at the rural needs as well

1 to sum up the total transportation needs in the whole state.
2 But I think those data sources are very helpful to you.

3 Rick Williamson would often testify; a lot of
4 times I was with him, and talk about the 86 billion dollars
5 worth of needs. And you have heard other people talk about
6 that. Let me show you where that is coming from.

7 In our particular region we have 12.7 billion
8 dollars worth of capacity needs. And I will define what --
9 this definition of needs. Some people think this is sort of
10 a wish list, but these are the most congested projects in the
11 region. If you sum up the Texas Metropolitan Mobility Plans
12 based on the 12.7 for the rest of the state it will sum up to
13 86 billion.

14 What the Chairman would never talk about, and
15 what I would talk about, which I think is a bigger problem,
16 is the rehabilitation cost due to aging infrastructure. And
17 for our region it's 32 billion. The average pavement in
18 Texas is almost 50 years old. We have aging bridges and
19 railroad structures and roadways. And I think the issue is
20 actually more on the rehabilitation side than on the capacity
21 side.

22 I encouraged in our TMAs to have a strategic
23 element. In our case, it is Tower 55 and goods movement.
24 And on the border it was hurricane evacuation routes. There
25 are other needs that I think you should consider that aren't

1 traditional level service needs in communities. So I put
2 those into strategic. And then of course the big item we all
3 talk about is, because of the cost of construction in the
4 actual year in which you build things, translating those
5 numbers into the real world are 12.7 billion. And capacity
6 needs is actually 23.6 if you add the inflation by the time
7 we get the project to construction.

8 We define -- our definition of congestion is
9 Level Service F. It is like a report card. Those are speeds
10 under 50 miles an hour. All the performance measures in the
11 Texas Metropolitan Mobility Plan all use the same definition
12 of congestion. So you can sum those up and not have
13 different definitions of congestion.

14 For our region you have both current and
15 inflated values listed there. That is where I took the
16 summary numbers off earlier in the presentation. Dr. Lomax
17 (phonetic) is here, who worked on the congestion index for
18 our Committee and for the State. We were at 1.29 in '99.
19 That means we travel 29 percent longer during the peak period
20 than the off-peak period.

21 If we eliminated all Level Service F
22 conditions in our region we'd be at 1.20. I think that is
23 about as low as you are going to get in metropolitan regions.
24 You're not going to solve all the congestion. And frankly,
25 solving all the congestion is not necessarily a good thing.

1 But look at the do-nothing scenario, how high
2 congestion goes without additional attention to passenger
3 rails, sustainable development, mobility improvements.

4 In fact, I think one of my messages is that the region would
5 never grow to that level and Texas will never grow to that
6 level, and the economic development loss and lost
7 opportunities if we don't keep up with just in-town delivery.

8 The Texas Metropolitan Mobility Plan is the
9 first time in our history we are able to reduce congestion
10 from one plan cycle to the other. These are congestion maps
11 of the region and quantification of the total congestion
12 delay. So just, for example, in your region alone we have
13 got four billion dollars a year in congestion delay.

14 We want to do quality control on these items.
15 If you go to the next graph. If you go to location theory,
16 small urban regions should have high costs because they don't
17 have economies to scale. Large urban regions are building
18 passenger rail and four-level interchanges. Around a million
19 persons is about the best place. And our data indicates
20 that. So if you do use our cost, I think at least in this
21 graph it shows you a validation by size.

22 We then compared our -- took our methodology
23 and applied it nationwide to all 340 MPOs. We get a number
24 less than what ASTRO (phonetic) claims. Remember they have
25 the whole state; we are just the metropolitan region. So

1 again, I think we're conservative. So as your legislature or
2 your Commission says, boy, these are wish lists, I think
3 actually these are conservative estimates.

4 The location of congestion I won't go through
5 in our particular region. But it is listed there. Our
6 President, President Murphy, already talked about the
7 importance of passenger rail and sustainability. I won't go
8 through that.

9 We have a major local option initiative on
10 finance with the legislature this year, looking at vehicle
11 registration fees and other local option elections. Clearly
12 Gary can keep the Committee up to date on that particular
13 initiative.

14 Additional roadway improvements largely
15 price-based. Price creates revenue, price is the way to
16 manage demand. Partnering with the North Texas Tollway
17 Authority to build both tollroads and managed lanes with
18 dynamic pricing is the way to manage congestion.

19 Here are cost estimates of our rail system.
20 The next is the financial options to do it. We -- on our web
21 site we have a very advanced methodology where you can
22 actually go in and try different revenue options and you can
23 see the magnitude of revenue you get within our particular
24 region.

25 Tower 55, we're the largest inland

1 metropolitan region in the United States, fourth largest
2 region in the country. We are all about logistics. If we
3 are going to survive as a region, Tower 55 is now the largest
4 bottleneck according to us, UP and Burlington Northern.

5 Major effort underway. Short-term
6 improvements at the site. This is the strategic elements of
7 needs. Austin, San Antonio is similar. El Paso is probably
8 similar. But Corpus Christi, maybe again, hurricane
9 evacuation.

10 We're working on a regional loop. In this
11 case, trucks would have the priority in the managed lanes
12 instead of commuters. We have got to get regional rail
13 eventually in a bypass situation. We are working with our
14 partners to accomplish that. I know they're represented on
15 your particular Committee.

16 In the western side of this region this is
17 awfully complicated because of gas wells being drilled. One
18 of the recommendations I have for you is to develop a state
19 planning requirement with regard to gas drilling and
20 locations.

21 We are developing locations using the latest
22 maps from the Railroad Commission. They could be one or two
23 days old. We start planning those routes. Gas wells are
24 being drilled and decided as we go. We are going to lose
25 major corridors over time.

1 Air quality is critical. We made major
2 progress this year. The federal government has just
3 announced our attainment of the one-hour standard.

4 It is not all about money. We should do our
5 corridor planning very differently. Not just wake up and
6 build a whole corridor. Major investment study, I have often
7 said, is Latin for the word one billion dollars. We haven't
8 done a corridor yet that doesn't cost a billion dollars.

9 There's got to be a way to go into these
10 corridors, look at your capital asset inventory, look at your
11 capacity needs, do detailed operational elements and see if
12 we can develop a hybrid approach.

13 As you know, Doctor, I have made that
14 recommendation to a presentation at your university earlier
15 this year.

16 And then let me end with, again, it is not all
17 about money. We do need to overhaul how we fund projects, we
18 need to overhaul how we deliver projects, we need to put more
19 attention on streamlining those particular projects at high
20 inflation times.

21 We need to shift emphasis to -- as the -- as
22 President Murphy said, local decisions, risk and reward,
23 accountability, you get rewarded for going out there and
24 getting -- moving projects along.

25 There needs to be some new or increased fees.

1 We can talk to you about that in more detail. It isn't
2 always about building more. We need to put more on
3 management and operations. This is the operational elements,
4 so the importance of signal timing all the way to freeway
5 management.

6 We need to advance our partnership with goods
7 movement and others within the region as this matures. And
8 we're got to eliminate the stovepipes. And I will give you
9 just an ending example. The Regional Transportation Council
10 earlier today approved 80 million dollars to move the
11 Burleson Northern Railroad, which will permit TxDOT to only
12 have to build the structures at the new alignment of the
13 railroad and not twice on 114 at the old location, or the
14 existing location, and then redo the bridge structures on the
15 other, saving 40 million. This will prevent the Alliance
16 Airport runway to be extended, and then Federal Aviation will
17 reimburse us for the particular funds.

18 So tollroad running to move a freight railroad
19 to extend a runway to be reimbursed as part of the process.
20 We have been under stovepipes for so long, we've got to take
21 them down. We have got to have imaginative decision,
22 imaginative methods to build our projects. Yes, we need more
23 money. But more mind power in what it is we do can make it
24 more cost-effective.

25 I am going to leave your Committee three

1 reports: The Regional Transportation Plan, 40 or so things
2 we are doing on air quality and our Performance-Based Annual
3 State of the Region report that we do in conjunction with
4 DART and our Tollway Authority every year in front of the
5 Commission. I will leave those with your staff as resources.

6 I encourage you, Mr. Chairman, to make use of
7 the Texas Metropolitan Mobility Plan data as you prepare
8 reports on the needs in Texas.

9 With that, I will be happy to take any
10 questions.

11 MR. WALTON: Thank you, Michael. As always,
12 very, very interesting. Thank you for that.

13 Anyone have any comments, questions?

14 COMMITTEE MEMBER: I have one quick question.
15 What is the -- your sense of the users, the private users of
16 Tower 55 and their willingness to contribute to a solution,
17 from a financial standpoint?

18 MR. MORRIS: Well, in our methodology right
19 now, and we have all agreed to it and everyone is a funny
20 partner, it will go through and determine what the costs are
21 and will determine what the benefits are. So we have a
22 cost-benefit model. And your degree of what you should pay
23 is a function of what you benefit.

24 Obviously there is a federal interest; there
25 is a state interest; there is a goods movement and commercial

1 interest and there is an interest with regard to the region
2 regarding air quality, trackage rights, future passenger rail
3 systems and the like.

4 So we are proposing a cost allocation
5 structure very much based on the point that you made. I
6 don't think that the goods movement community should pay, you
7 know, for all those costs. They should only pay for the cost
8 of the part that changes their rate of return with regard to
9 that investment.

10 One of the items -- and I know private sector
11 partnerships are controversial. Too often they are just
12 associated with tollroads, and more often they're just
13 associated with the Trans Texas Corridor. Which in Texas you
14 can't say the word Trans Texas Corridor anymore; it is a
15 four-letter word.

16 But I think a public-private partnership at
17 that location would be, you know, a good example. For
18 example, we go to an investment banker. It may cost three or
19 400 million dollars -- three or 400 million dollars to build
20 the project now. We develop a revenue system that pays that
21 over time. And I don't want to say that the -- that the
22 trains would be priced like tolls, but the trains would be
23 priced like tolls. And over time there could be payments
24 made and our air quality funds could be paid for our
25 benefits. And national payments could be made based on

1 national benefits.

2 And I think, Mr. Chairman, so far, there is a
3 lot of interest that -- not necessarily that the private
4 sector model is the best way to go, but clearly articulating
5 the benefits. And the benefits should decide how to allocate
6 the cost, is the methodology right now.

7 MR. WALTON: Anyone else?

8 Michael, thank you.

9 Dan Petty, President, CEO North Texas
10 Commission. Is Dan present? Not here.

11 Mike Cantrell, Chair of the Dallas Regional
12 Mobility Coalition. Welcome.

13 MR. CANTRELL: Good afternoon, Mr. Chairman
14 and distinguished Committee Members. My name is Mike
15 Cantrell and I am a member of the Dallas County
16 Commissioner's Court, have that privilege. And I am also a
17 Chair of the DRMC, Dallas Regional Mobility Coalition.

18 The DRMC is a coalition of public and private
19 entities and transportation organizations which share a
20 common vision of leadership and regional cooperation, and
21 advocating for greater transportation funding and timely
22 implementation of collaborative multimobile transportation
23 solutions in the eastern metroplex.

24 The DRMC's objectives are to increase the
25 mobility of people and goods within and across the region,

1 support the economic productivity and development of the
2 region, improve the quality of life for residents through a
3 reduction in commuting and travel times and improve regional
4 air quality through congestion mitigation.

5 As we have all heard, the North Texas Region
6 is experiencing ever increasing delay for roadway congestion.
7 Traffic hour delays per motorist per year has risen from 13
8 hours in 1982 to 58 hours in 2005.

9 The DFW region is the third worst metro area
10 in the nation in traffic delay. We are at a crisis point.
11 And while this region and the state have faired better than
12 the rest of the country in this economic downturn, our
13 continued economic vitality is being jeopardized by an aging,
14 underfunded transportation network.

15 As you-all know it will take years for any
16 solution we embrace to relieve our problems. It is
17 imperative that we act now to improve the mobility of this
18 region. If we don't, our economy and quality of life will
19 suffer. DFW will be a less attractive place to live and work
20 in the years ahead if we fail to take bold action today.

21 The DRMC and others in the metroplex,
22 including the business community, believe the time has come
23 to undertake an effort to finally act on a long recognized
24 need for expanding commuter rail in the North Texas region.

25 The Metropolitan Transportation Plan calls for

1 251 miles of new rail over the next 20 years. The cost of
2 the new rail service is 5.7 billion in today's dollars, or
3 9.6 billion in future dollars. The annualized cost is 457
4 million. And no revenue is currently available to fund this
5 new service.

6 Previous legislative efforts to permit local
7 governments with voter approval to increase the sales tax to
8 fund commuter rail failed because the effort did not enjoy
9 the support of the business community. In 2007 the Regional
10 Transportation Council of the North Central Texas Council of
11 Governments convened a group of local officials and business
12 representatives to study optional revenue sources to fund
13 regional commuter rail service expansion.

14 While a former recommendation for the 81st
15 Texas legislature has not yet been adopted, the group has
16 concluded that while local transit agencies and local
17 governments have the ability to generate some additional
18 money without new statutory authority, it is not sufficient
19 to fund the entire plan.

20 Some new statutory authority will be needed
21 for local option and fee revenue. And we are working hard to
22 develop a suitable combination of revenue sources to address
23 our needs.

24 The important thing to note is that for the
25 first time the entire region is united. Not only in its

1 recognition of the region's mobility problem, but also in the
2 need to work together to solve it. All of us are committed
3 to working together, business and government alike, to
4 develop a plan to keep the entire region moving forward. A
5 plan which benefits all of us. A plan which balances the
6 needs of the traveling public and the business community.
7 And a plan which will keep the DFW metroplex a good place to
8 live, work and do business.

9 I thank you for the opportunity to speak to
10 you today and for your attention in addressing this urgent
11 matter.

12 MR. WALTON: Thank you, sir.

13 Questions?

14 (No response.)

15 MR. WALTON: Thank you very much.

16 Mayor Whitfield, City of McKinney.

17 MR. WHITFIELD: Mr. Chairman, Commission
18 Members, thank you for allowing me to be here.

19 As you probably know, the City of McKinney,
20 and Collin County as a whole, is one of the fastest growing
21 regions in Texas and, in fact, the nation. McKinney in
22 Collin County is the fastest growing city, and is currently
23 the third fastest growing city in the country. From 2000 to
24 the present time, McKinney's population increased by 121
25 percent, outpacing any other city in the United States in

1 those six years.

2 Perhaps even more significant than the
3 County's population growth is the growth in new jobs. We
4 have -- we have increased the jobs by \$104,000 in the
5 civilian labor force from 2000 to 2006. Bottom line:
6 Transportation issues. When faced with enormous growth and
7 long-term economic potential, we are critically challenged.
8 We must keep up with today's growth and we must be prepared
9 for the future. Above all, we cannot afford to focus on
10 short-term fixes.

11 Investment and strategic decisions made today
12 will impact economic investment and business decisions for
13 years to come. Failure to address transportation needs will
14 seriously threaten the economic vitality of our city, region
15 and the state.

16 Time and time, businesses looking to relocate
17 or expand tell us that transportation and access to multiple
18 transportation modes are critical factors in their decision
19 as to where they locate and build their future. So for a
20 quality of life standpoint, transportation and infrastructure
21 delivers valuable fringe benefits in decrease commute time
22 and decreased environmental impact. This is a definite pay
23 back on multiple levels.

24 Our highways are congested. And we have -- we
25 have made great strides working with our state and county on

1 the construction, and the tolling of 121 has given us funds
2 that we are now moving forward for the region. However, we
3 must plan and invest in long-term development of alternative
4 means of transportation: Air and rail. These are the
5 transportation issues of the future.

6 Collin County Regional Airport is truly an
7 economic engine for our region and its potential for future
8 growth is enormous. We strongly believe that future
9 commercial service is inevitable for this part of our county
10 and we are prepared -- we are preparing for that opportunity.
11 The ability to secure funds at local and regional levels
12 clearly indicates others recognize the value of this
13 investment.

14 Most recently, the Texas Transportation
15 Commission approved first-phase funding for a design of a
16 replacement runway and control tower. The replacement runway
17 is estimated to cost some 60 million. Scheduled for
18 completion in 2012. It will be 150 feet wide, have a
19 weight-bearing capacity of 450,000 pounds. And construction
20 of the new tower will be completed by 2010.

21 We presently have corporate headquarters' jets
22 in our location. We have jets that can take off from
23 Beijing, China and fly direct into McKinney. And we have
24 custom agents waiting for them there. Our airport will be
25 the biggest asset in Collin County and will provide jobs for

1 thousands of people.

2 A rail system provides citizens a choice of
3 travel options and allows those without vehicles to be
4 mobile. Gas prices are high and fuel availability cannot
5 always be assumed.

6 Most of the pollution in our region comes from
7 motor vehicles. The more people on trains the fewer cars on
8 the roads. Less pollution and cleaner air. Having a rail
9 system allows people to travel throughout the region with
10 ease. Seeing this connection within the transit system makes
11 it possible to move from home to work or play and back again.

12 DART currently reaches as far north as Plano.
13 It is a straight shot up through McKinney and its
14 heavily-traveled 75 corridor. DART purchased that right of
15 way and we -- and the North County Collin County corridor,
16 this will provide us with a mode of transportation that's
17 desperately needed.

18 Bottom line, studies have been made in working
19 closely with our neighboring cities, communities, agencies in
20 recent years. And we must continue this trend. This in
21 particularly is the case with transportation planning and
22 funding airport development and rail planning. We have one
23 chance to build a solid transportation corridor for our
24 region. If we move too slowly, opportunities for land
25 acquisition, funding and forward thinking, strategic planning

1 will be lost.

2 I request your favorable support for the North
3 Texas Rail Funding Initiative and the discontinuation of the
4 transportation resources. The opportunities are great. The
5 time to make long-term plans and commitments for future air
6 and rail improvements is now.

7 Thank you, sir, for your time.

8 MR. WALTON: Thank you very much, sir.

9 Any questions of the mayor?

10 (No response.)

11 MR. WALTON: Thank you again. Appreciate it.

12 Mayor Lambert, Decatur.

13 Welcome, sir.

14 MR. LAMBERT: Chairman Walton, Honorable
15 Commissioners, thank you for providing a forum whereby we
16 might comment on very important transportation issues
17 affecting Wise County.

18 Now, those of you that may not know where Wise
19 County is, it's the county due west of Denton and due north
20 of Parker and Tarrant County. We are kind of out on the
21 fringe, and I'm afraid in the next -- by 2030 we are going to
22 be sucked into the vacuum here, you know. So we may be the
23 McKinney and Collin County of the future.

24 We have a lot of truck traffic, primarily from
25 the oil and gas industry and rock haulers. Now, Fort Worth

1 and Dallas and the rest of the metroplex could not have grown
2 without Wise County rock. And so part of my petition to you
3 today is when we do the outer loop planning and
4 transportation needs of 2030, we need some form of managed
5 highway for trucks. Trucks only, or some other form by which
6 we can get those things out of the mainstream of the other
7 vehicular traffic.

8 They are dangerous. Part of our issues that
9 we have addressed with Mr. Morris on several occasions is
10 that we have dangerous intersections, poorly-designed
11 intersections that need to be reworked. And there doesn't
12 seem to be any funds available for us. So I am petitioning
13 you today.

14 Recently we have been made part of the
15 metropolitan area of the North Texas Council of Governments.
16 And we also started planning. It has been my goal for the
17 past several years; and I am now in my seventh year as the
18 mayor of Decatur, and it has been my goal to try to get Wise
19 County leaders and other city leaders involved with the
20 metroplex in the planning for transportation needs of the
21 future.

22 And I am pleased to report that we have begun
23 the Wise County Thoroughfare Plan, which will take projected
24 traffic plans for the year 2030. Recently hired a county
25 engineer, Mr. Chad Davis. And he's working with this group

1 in order to plan.

2 But the central theme and focus of what we
3 need in Wise County is not only the planning process, but
4 individual plans by which we can direct some of the truck
5 traffic out of the mainstream. Because it is definitely
6 dangerous. And the oil and gas and the rock trucks all
7 carrying excessive loads, 100,000 pounds or more.

8 And one of the issues that we wish to address
9 is overweight permits. There seems to be an abuse of those
10 permits. It allows the trucks to be on the road and -- when
11 they shouldn't be. Inspection stations, we plead for the
12 Department of Public Safety and TxDOT to support these
13 inspection stations to get unsafe vehicles off the road.

14 And so we certainly invite you to come and
15 visit us. And we appreciate this opportunity to come and
16 address these few needs. I feel rather selfish by standing
17 here and talking about the needs of Wise County when all of
18 the previous speakers have gotten up and talked about what I
19 call global issues, so. I am more concerned with issues
20 pertaining to Wise County.

21 Thank you, sir.

22 MR. WALTON: Thank you very much, Mayor.

23 Any questions or comments for the mayor?

24 (No response.)

25 MR. WALTON: Next is Jorge Figueredo, the

1 Executive Director, North Texas Tollway Authority.

2 Welcome.

3 MR. FIGUEREDO: Thank you. Mr. Chairman,
4 Members of the Commission, I appreciate the opportunity to be
5 before you today and share a few comments. And I appreciate
6 the privilege of -- to serve as the Executive Director of our
7 agency and serve the people of Texas.

8 I just want to share a few thoughts. And I am
9 not going to go into a lot of details, in terms of numbers
10 and all of that. I know that you're getting that information
11 and I saw a lot of it today. Michael covered it very well.
12 And I know that the problem is -- if it isn't clear to you
13 now it will be by the time you are done. And the potential
14 solutions are pretty obvious, many of them are painful to
15 reach a decision on.

16 Just very briefly, about the NTTA, and I know
17 you know about our agency, it is -- in one form or another it
18 has been here about 50 years. We were a part of the TxDOT.
19 And now we are an independent regional agency and very proud
20 to serve the region.

21 And you know about 121; you know about the
22 eastern extension of the George Bush. This morning we had a
23 ground breaking and we are very excited about that. The
24 communities are excited. 161, you know about the battle that
25 ensued on that. And hopefully within the short term we will

1 be able to make a decision as an agency about that project.

2 And we are trying to manage our affairs in a
3 fiscally-sound manner. And that is very important. And I
4 think so far we have been successful. Now, we've had a very
5 difficult financial market. And the things that we might
6 have been able to do a year ago we may not be able to do now.
7 But financial markets come back.

8 But all of this speaks to the need to improve
9 our relationships and our partnerships with each other. And
10 what -- how do we do that? Well, first, it is about our
11 heads and our hearts. And we have to stand down. We, in
12 recent history, at least that I am aware of, have almost made
13 a religion out of fighting. And we have got to stop doing
14 that.

15 It doesn't mean that we're not going to
16 agree -- or that we're not going to disagree. We will
17 disagree; we just have to know how to disagree and reach a
18 reasonable conclusion.

19 And so if there is anything that your
20 Commission can do to help us stand down, in terms of how we
21 treat each other and how we approach problems, I would
22 appreciate it. And the region would appreciate it.

23 The Senate Bill 792, well intended, but it
24 created a structure that didn't allow us to stand down. And
25 it pitted what should have been two partners, NTTA and TxDOT,

1 against each other. The framework was there for conflict and
2 for difficulty in reaching a reasonable conclusion.

3 And so as you structure solutions, if there
4 are ways that we can leverage each other and not fight with
5 each other, I think that would go a long way toward helping
6 us and helping us help the public.

7 Again, we will disagree. We have to be able
8 to respect each other's jurisdiction and authority. But
9 that's very important in how we get things done.

10 I will tell you that we should not be fighting
11 with public sector versus private sector. We both have
12 something to bring. My difficulty with the CVA concept is
13 two-fold. One, I don't believe one size fits all. It either
14 has to be a public agency or a private agency. I think we
15 need to look for blended deals. Whoever's got the strength
16 to do a part of the project or multiple parts of the project
17 should be assigned that. Now, the devil is in the details.
18 But it should not have to be one size fits all.

19 Secondly, I believe that we have to be very
20 careful about giving good projects and bad projects and how
21 they get distributed. In terms of good, I mean profitable;
22 bad, I mean they have a funding gap. And we have to be very
23 careful how we do that so that we remain strong as a public
24 agency.

25 I will close with one thing. We have got to

1 get TxDOT more money. I can't imagine how difficult it is
2 for the TxDOT employees to come to work everyday and know
3 they don't have enough money to get their job done and to get
4 the requests that are being done to them done. We have got
5 to help them.

6 Diversion -- I know you know all of the
7 possibilities that are out there. We have got to find a way
8 to get TxDOT more money.

9 I think I have more time because he is
10 distracted.

11 In closing I will say this: We have done a
12 great job of building the most powerful nation in the country
13 on the decisions made by the greatest generation, as they
14 have been called, the World War II generation. They made
15 tough decisions to build the interstate system, when we built
16 this country on the back of the interstate system. Now it is
17 our turn to reach deep with our convictions and make the
18 equally difficult situations.

19 And if we are going to compete in the future
20 world economy with China that you're seeing on the Olympics
21 and others, we have got to make those decisions and we've got
22 to get the funding in place for TxDOT, for us, so we can
23 leverage each other and build the Texas of tomorrow.

24 Thank you.

25 MR. WALTON: Thank you. We heard from your

1 counterpart in Houston. The phrase TxDOT is not broken; it's
2 just broke. So we hear that message time and time again.

3 Thank you very much. I appreciate your
4 comments.

5 Any questions or comments?

6 (No response.)

7 MR. WALTON: And I notice that Dan Petty has
8 just joined us.

9 Dan, would you come forward? President, CEO,
10 North Texas Commission. Delighted to have you here.

11 MR. PETTY: Thank you, sir. And welcome to
12 North Texas. And we appreciate you having your hearing here.
13 And we hope that you get some good information from our
14 constituents here in this region. I apologize for being a
15 little late.

16 But the North Texas Commission -- and I am Dan
17 Petty, President and CEO of North Texas Commission, we
18 commend you for undertaking this task of identifying our
19 transportation needs in the state of Texas.

20 We are an organization of businesses, cities,
21 universities and economic development entities, addressing
22 institutions and issues important to the quality of life and
23 economic prosperity. Mobility is one of our primary issues
24 because the efficient management and movement of people and
25 goods is central to the quality of life of our region.

1 Our region is fortunate to have one of the
2 finest MPOs in the country. The MPO has produced a Mobility
3 2030 Plan, which I am sure that you are aware of. A
4 long-ranged plan that identifies North Texas transportation
5 needs. We have total confidence that you will find that this
6 plan is a complete and well-documented description of the
7 transportation needs of North Texas. And we encourage you to
8 incorporate this information into your report.

9 In addition to traditional roadway
10 maintenance, rehabilitation and construction, our region
11 needs to add about 250 miles of regional rail in order to
12 sustain mobility in North Texas. We are now in the -- we are
13 now the fourth largest metropolitan region in the nation.
14 And are adding more people than any other U.S. region every
15 year. Our population is now 6.5 million, and increased by
16 one million every seven years.

17 North Texas must begin to shift some of the
18 increased travel from this population and business growth
19 from highways to rail so that transit serves a greater
20 portion of our future travel demand than it does now.

21 Mobility 2030 clearly identifies our
22 transportation needs. Knowing what is needed is not the
23 challenge that we face. Securing resources to implement the
24 plan is our challenge. We know that resources are not the
25 focus of your work, but we would be remiss if not pointing

1 out to you that we must work to identify and secure more
2 resources to fund a much greater level of investment in
3 transportation than we currently have.

4 Texas is not investing adequately to maintain,
5 rehabilitate and expand its transportation infrastructure.
6 We need to continue this practice and -- continuing this
7 practice jeopardizes our quality of life and our economic
8 prosperity, and that of the state of Texas.

9 Again, we commend you for your work and all of
10 your time that you're spending on this. And we want to be
11 able to be of assistance in any way that we can.

12 Thank you very much.

13 MR. WALTON: Dan, thank you.

14 Any questions for Dan?

15 (No response.)

16 MR. WALTON: Thanks for being here.

17 Appreciate it.

18 That concludes the invited testimony for the
19 public hearing. At this time we would like to open it up to
20 anyone else who would like to make any comments. You can
21 come forward and state your name, affiliation.

22 We have no cards? I see. Okay. Anyone?
23 Going once?

24 While we are on the verge of closing the
25 public hearing, let me introduce one member of our group,

1 Steve Palinsky (phonetic.) Steve is here. He represents
2 Senator Carona. I appreciate you being here, Steve.

3 Yes, please.

4 COMMITTEE MEMBER: I'd like to recognize
5 somebody too. And that's -- it's really two people. Our
6 current District Engineer in the Dallas District, Bill Hale
7 just walked in, I think. And he's the one that oversees our
8 challenges up here. And his predecessor, I think, is back
9 there too. And that is Jay Nelson. He's the one that
10 created all the problems that Bill is trying to solve.

11 (Audience applause.)

12 COMMITTEE MEMBER: Glad to have you guys here.

13 MR. WALTON: I had Jay in class and he
14 succeeded in spite of that.

15 Anyone?

16 (No response.)

17 MR. WALTON: Then I will close the public
18 hearing and ask Members of the Committee for any comments
19 they might wish to make.

20 And I will start down at this end. Comments?

21 COMMITTEE MEMBER: No comment. Thank you.

22 MR. NOBER: No comment. Although, I forgot to
23 ask when the Southwest Parkway was going to be completed of
24 the North Texas Toll Authority. But I will get it from them.

25 COMMITTEE MEMBER: No, no comment.

1 COMMITTEE MEMBER: No comment.

2 COMMITTEE MEMBER: Just a little bit of
3 enhanced information on the regional rail system that we have
4 heard a lot about today. Randall Chrisman talked about the
5 45 miles of lightrail that we have on the ground today. He
6 also talked about the 45 miles or more of additional
7 lightrail that is currently being constructed.

8 The regional rail program that we have heard a
9 lot about today, the 250 miles of regional rail program is
10 above and beyond that. That is what we heard about, the
11 great talk about how we are going to fund it. Michael talked
12 about how we are going to fund it. It is very important to
13 the region. It is -- a lot of people are very focused on it,
14 as Michael attested to. And the challenge is how are we
15 going to fund that. It's a very critical part of our
16 transportation plan and the region. And so I just want to
17 make that point of clarification.

18 COMMITTEE MEMBER: No comments.

19 MR. WALTON: Again, let me thank you very much
20 for being here. You should be advised that our report is due
21 in December. We will make a report to the Transportation
22 Commission at their meeting on the 18th, I believe. And then
23 in preparation for the meeting of the legislature in January.

24 Your input is valuable to us. Obviously this
25 region is enormously important, not only to the state, but to

1 our country, quite frankly. And we have got a lot of
2 leadership here and a lot of power, in terms of economic
3 power, and a terrific future.

4 So thank you very much for coming and
5 participating. And the public hearing is closed.

6 (Proceedings concluded at 5:17 p.m.)
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25


C E R T I F I C A T E

I, BROOKE N. BARR, Certified Shorthand Reporter in and for the State of Texas, certify that the foregoing is a correct transcription of the proceedings in the above-entitled matter to the best of my ability.

I further certify that I am neither counsel for, related to, nor employed by any of the parties to the action in which this trial was taken, and further that I am not financially or otherwise interested in the outcome of the action.

I further certify that the transcript fee of \$ 510.00 was paid/will be paid in full by DART.




BROOKE N. BARR, CSR NO. 6521
CSR Expiration Date: 12/31/09
KX & ASSOCIATES
Firm Registration #478
8500 North Stemmons
Suite 3015
Dallas, Texas 75247
(214) 520-6868
(214) 630-9200 (Fax)