

**Capital Area Regional Transportation Planning Organization
CARTPO**

Summary of Minutes

**CAPCOG Boardroom
2520 South IH 35, Suite 100
Austin, TX
Friday, November 18, 2005**

PARTICIPANTS:

Commissioner Ronny Hibler, Burnet County
Bruce Barton, OMNI Projects
Commissioner Maurice Pitts, Lee County
Ed Collins, TxDOT
Jean Johnson, City of Taylor
LeRoy Click, Travis County
Commissioner James Oakley, Burnet County
Judge H.T. Wright, Caldwell County
Alderman Bill Hamilton, City of Rollingwood
Councilmember Karl Ansbach, City of Lakeway
James Fisher, City of Bee Cave
Bob Daigh, TxDOT
Paul Hamilton, Texas State University
Mayor Eric Carlson, City of Elgin
Linda DuPriest, Wilbur Smith Assoc.
Dave Marsh, CARTS
Diana Vargas, TxDOT
Commissioner Susie Carter, Hays County

STAFF PRESENT:

Sean Moran, CAPCOG
Eric Dusza, CAPCOG
Georgette Nugent, CAPCOG

1. Call to Order – Alderman Hamilton

Welcome and introduction of all. Sean Moran explains new recording system.

2. TTC-35 Update – Diana Vargas, Texas Turnpike Authority Division, TxDOT

Ed Collins gives introduction of Diana Vargas.

Trends that Require New Transportation Alternatives

- Growing population
- Rising demand for added capacity
- Aging infrastructure

- Increasing maintenance costs
- Anticipated decline in gas tax revenues
- Rising construction and right of way costs
- Pay as you go can't keep up with demand

Carter questions how there can be a decline in gas tax revenues with the rising cost of gas and more people driving.

Vargas answers that there are two types of taxes collected on gas, a federal and a state. Daigh adds that it is not a percentage tax, it is a gallon charge. As the gas price goes up, people drive less, use fewer gallons, therefore we get less gas. Hybrid cars, fossils fuel; this isn't happening right away but TxDOT is looking ahead 10 years or so.

Vargas proceeds with presentation.

The Choices

- Do nothing more than we're doing now
- Improve existing footprints
 - Widen existing roadways
 - Double deck roadways
- Construct loops around cities
- Construct parallel corridors (such as Trans-Texas Corridor)

Trans-Texas Corridor "TTC" Vision Announced in January 2002

- Multi-modal contiguous corridor
- Mobility
- Congestion relief
- Safety
- Efficiency
- Economic development
- Environmental quality

There is a two-tier process for environmental studies. One along the I-35 Corridor, one along the I-69 Corridor. There are many other ones. These are the first two.

Vargas reviews population predictions and the volume of traffic along the I-35 Corridor now and in the future.

It is questioned if there are any proposers.

Yes, Fluor, Trans Texas Express, LLC (TTEX) and Cintra. TxDOT chose Cintra Zachry. Vargas reviews potential facilities proposed by Cintra Zachry.

I-30 could reasonably be TTC in some sections.

The speed limit is predicted to be higher than the highway.

The TTC-35 Contract

- Comprehensive Development Agreement (CDA)
 - A 50-year agreement between TxDOT and CZ
 - Integrates private sector equity and innovation
 - Provides an umbrella framework for the long-term partnership
 - “Project” means the entire corridor from Oklahoma to Mexico
 - “Facility” means the individual segments to be designed, construction, operated, and maintained

The CDA requires:

- Facility Agreements for development of each segment
- Each Facility Agreement will:
 - Outline specific contractual terms, obligations, and delivery method
 - Comply with the Tier 1 and Tier 2 environmental processes
- The CDA commits TxDOT to approximately 18 months of planning activities, capped at \$3.5 million, plus ongoing updates
- The CDA does not guarantee any design or construction of any Facility

CINTRA has applied for a loan through the federal government, TIFIA. The public is not funding the project.

TTC-35 Environmental Process

- TxDOT is using a two tier process:
 - Tier 1
 - Studying corridor issues at a broad level
 - Does not authorize construction
 - Study area includes 77 counties
 - Public meetings (3 rounds so far, 9700 people)
 - Anticipating a public release of the Draft Environmental Impact Statement Fall 2005
 - Will identify a preferred corridor
 - Public hearings begin February 2006
 - Record of Decision anticipated December 2006
 - Tier 2
 - Will apply to specific facilities within the Tier 1 corridor, if / when they are ready for development
 - Much greater detail study
 - Must be completed before any Corridor Facility can be constructed

It is questioned that because Mexico will be benefiting from the road more than the rural areas, will Mexico be helping with the cost?

Answer – Regional Ability Authorities, along the border, have the right to negotiate with Mexico. TxDOT does not.

TTC-35: A Look Ahead

- Create the Master Development and Financial Plans
 - The Master Plans will outline Facilities over three future timelines:
 - Near-term (first 5 years)
 - Mid-term (years 5 to 15)
 - Long-term (beyond 15 years)
 - The Master Plan will be updated by TxDOT and CZ on an ongoing basis and as Facilities are developed throughout the Corridor

Create the Master Development Plan

- Identify potential Facilities in the Corridor
 - Characteristics (location, mode, interconnections)
 - Conceptual design and cost
 - Phasing for development, design, and construction of potential Facilities
- Identify Facility and Corridor milestones and overall schedule

Create the Master Financial Plan

- For all potential Facilities, identify:
 - Estimates of capital costs
 - Sources and amounts of revenues over time
 - Sources and amounts of financing
 - Operations, maintenance, renewal, and replacement costs
- For all near-term Facilities, identify:
 - Comprehensive financial model
- The Corridor will take a long time to develop
- The CDA with CZ is a 50-year contract, but doesn't guarantee any Facility construction
- Individual Facility Agreements will be negotiated and developed over time with a variety of developers
- Website for ongoing updates: www.keeptexasmoving.org

It is questioned after the project is completed does TxDOT come in and take over maintenance of the facility?

No, CZ will operate and maintain the facility for 50 years.

3. CARTPO's 2005 Call for Projects

All counties were represented at Nov. 4th Scoring Meeting except Blanco.

Dusza gives overview of Nov 4th Scoring Meeting starting with a review of projects in order of rank.

Concern was shown over Bastrop – 03 FM 1100 being ranked as #16 in scoring. This is a student safety project. Is there a separate pot of money for student safety?

Question segways into topic #4 on Agenda.

4. TxDOT Review and Status of All CARTPO Projects – Bob Daigh (requested), TxDOT Austin District

Daigh congratulated CARTPO in completing the scoring process. He reminded all that when CARTPO went to the commission with projects expecting money the result was “go out and see if you can fund this as a Pass Through Toll Project.” Some Legislative measures were passed that have allowed counties and cities to fund a project with a Pass Through Tolling Agreement with TxDOT. Daigh suggested CARTPO explore alternative options for funding, including pass through funding, and emphasized that TxDOT Austin District has committed to working with each entity to help identify alternatives required to fund projects. Discussion ensues about where funding should come from.

Hamilton proposes a motion be made to

1. Accept scoring of projects.
2. Submit projects to District Engineer for consideration and analysis.
3. Defer from any presentation before the Commission until CARTPO hears back from TxDOT and develops a strategy.

Pitts makes the motion. Seconded by Ansbach

Hamilton schedules next CARTPO meeting for further discussion on funding. January 13, 2006 is agreed upon.

Collins goes over handout which reviews all CARTPO projects in process and any changes that may have been made. Conversation ensues over progress of projects.

5. Transportation Enhancement Project Call – Ed Collins, TxDOT Austin District

Collins informs all the Statewide Transportation Enhancement Program (STEP) call for projects started November 1, 2005 and will run through April 28, 2006. He recommends website for information on past and pending projects. The program covers pedestrian and bike facilities to safety education to renovations on court houses. Collins explains that a private foundation who wants to submit a project must have sponsorship.

It is questioned what the grant limits are. The limit is the amount of money that can be matched.

Collins states that Joe Holland will be of assistance to anybody who needs to be walked through process of program.

6. Other Business

Adoption of October minutes and Amended June minutes.

Next CARTPO meeting is set for January 13, 2006.

7. Adjourn

Merry Christmas to all...