

NORTH FORT WORTH ALLIANCE  
Minutes from March 15, 2014 Meeting  
Held at 12209 Timberland Blvd. Fort Worth, Texas 76244

Meeting called to order at 9:10AM by Rusty Fuller, President  
15 residents and Councilman Scarth were in attendance

Rusty made the following announcement and news updates:

- April 12, 2014 at 9AM at the Heritage Church of Christ on Heritage Trace Parkway. The City is holding a public information meeting on the 2014 Bond Proposal and the renewal of the Crime Control and Prevention District. He explained how those proposals will affect our area in a positive way.
- April 17, 2014 at 7PM at the Villages of Woodland Springs Amenities Center on Timberland Blvd. The NFWA is sponsoring a panel discussion on Education Funding. The panel will be Drs. Reid and Rue from the KISD and NISD and State Representatives Capriglione and Krause.
- May 10, 2014 Election Day for the Bond Proposal and the CCPD renewal
- No April NFWA meeting due to the proximity of the other two public meetings and Easter
- May 17, 2014 Next NFWA meeting will host folks from the Tarrant Regional Water District to talk about planning and water supply
- The successful defeat of a zoning change from Industrial to High Density Multi-family Housing on W. Hicks Road near Tehama Ridge.

Danny Scarth introduced the speakers Bryan Beck, Regional Transportation Coordinator for the City of Fort Worth, and Scott Hall, Project Manager for the Texas Department of Transportation.

Bryan Beck briefly described his position as one of making sure all the different transportation projects under construction or discussion are aware of one another and deal with issues that may arise.

He gave a brief outline of where funding comes from and the difficulties of raising enough money to build the infrastructure quickly enough to keep up with the growth. "The hardest part is putting the money together from the different funding sources to get the project built."

He discussed two forms of large construction projects and how they impact us:

- Design, bid, and build – This manner of construction is being used on the section of 35W north of 820 to the 287 interchange. In these cases, the design is done before the project goes out to bid.
- Concession – The manner of construction is one being used on the North Tarrant Expressway and will probably be used for the section of 35W from 820 to SH 121 interchange. In this case, the developer/partner designs and builds the project using limited funds from the State of Texas and the federal government and provides the remainder of the funds themselves. In exchange, they get to collect revenues on the managed lanes and maintain the roads for 52 years.

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Scott Hall talked in general and specifically about the construction projects around our area. Here is a summary of those points and facts he gave us:

- There are some \$15 billion in highway projects either underway or about to be started in the Metroplex
- 35W Project B (from 820 north to the 287 interchange) will cost approximately \$1.4 billion with only \$250 million coming from TXDOT.
- Traditional funding methods would have taken approximately 20 years to raise the \$1.4 billion.
- The 35W Project B is scheduled to be completed in the spring of 2016
- The 35W Project A (from 820 south to the SH 121 interchange) will have its obvious start soon (work of clearing the rights-of-way have already begun) and is scheduled to be completed in September 2018
- The North Tarrant Expressway (121/183/820) is now scheduled to be completed some 6 months early, opening in December 2014. There are approximately 2,300 construction worker doing approximately \$1.5 million worth of work daily. You can keep up on the construction closings and lane changes at [northtarrantexpress.com](http://northtarrantexpress.com)
- 35W Project C (from the 287 interchange to 170) is under design. The plan is to get the design work about 30% completed then present it to the public to see about managed lanes
- The Fort Worth Fire Fighters and Police Retirement Fund is a major investor in the 35W projects and could benefit from the revenues from the managed lanes.
- What is meant by "managed lanes?" Managed lanes will be used on 114 DFW Connector, North Tarrant Expressway and 35W. These lanes will be operated to guarantee a 50 mph speed. As more vehicles enter the managed lanes, the price of use will increase to influence drivers to make a decision as to whether to use the lanes or use the free lanes. There is little historical data and experience on the use of managed lanes, so the investors are taking a risk.
- Revenue Sharing of Managed Lanes Fees Collected: The contract with the developer is very detailed as to how revenues in excess of those necessary to operate and maintain the frontage, free and managed lane will be applied. There are three bands:
  - o The first band is used to pay off the loans from the government and investors like the FW FF&P Retirement Fund and provide some return to the developer
  - o The second band is split 50/50 between TXDOT and the developer
  - o The third band all goes to TXDOT
- People are urged to get Toll Tags.
  - o They will make their journeys on managed lanes and toll roads across Texas easier.
  - o The revenues collect are shared with Tarrant County because the toll collection can tell in what county you live

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- You will be able to declare when your car is carrying three or more people and get carpool pricing when available
- Toll Tag pricing is 40% cheaper than non-Toll Tag pricing

Sallie Griffith gave a short presentation on TREPAC (votefortexas.com) This is a political action committee sponsored by Texas Real Estate to support candidates and issues having to do with property rights.

The meeting adjourned at 10:35 AM.

Respectfully submitted,  
Russell Fuller