

1:35 – 1:40

3. **Endorsement of Transportation Development Credits for the Automated Vehicle 2.0 Program**

Action Possible Action Information Minutes: 5

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will seek a recommendation for Regional Transportation Council (RTC) approval of the use of Transportation Development Credits in lieu of local match for local partners participating in the Automated Vehicle 2.0 (AV 2.0) Program.

Background: The AV 2.0 Program, approved by the RTC on October 11, 2018, consists of three elements:

- Planning: Provide planning assistance for cities that are planning ahead for the deployment of AVs in their community; \$1.5 million.
- Implementation Costs: Funding to help cities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; \$10 million.
- Regional Priority Projects: AV deployment projects supporting use cases/communities that have not attracted AV developer interest; \$20 million.

The Planning grants will be accessible by cities that indicate they are interested in AV deployments. The Implementation Cost grants will be accessible by cities with AV deployments. The Regional Priority Projects will be selected through a competitive process.

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:40 – 1:50

4. **Title VI Program 2019 Update**

Action Possible Action Information Minutes: 10

Presenter: Kate Zielke, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of an update to the Title VI Program.

Background: As a primary recipient of Federal Transit Administration funding, the North Central Texas Council of Governments (NCTCOG) is required to have a Title VI Program. This program describes how NCTCOG implements nondiscrimination efforts related to Title VI of the Civil Rights Act and environmental justice. The program also describes how NCTCOG monitors subrecipients. This program must be updated every three years. For 2019, NCTCOG is also updating its Title VI Complaint Procedures, a component of the Title VI Program. The complaint procedures also were translated into Spanish. These changes necessitated a 45-day comment period because the complaint procedures are included in the Public Participation Plan, so this plan must also be updated. [Electronic Item 4](#) contains a presentation with

background information. A draft of the North Central Texas Council of Governments Title VI Program 2019 Update is available at www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/Justice/Title-VI-Program-2019_draftforACTION.pdf. A draft of the Public Participation Plan for the Dallas-Fort Worth Metropolitan Area is available at www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:50 – 2:00

5. **2020 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the latest activities being undertaken and the plan going forward for the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP). A recommendation for Regional Transportation Council (RTC) approval of the final project list will be requested.

Background: In December 2016, the RTC approved a set of projects for Fiscal Years 2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT District selection) and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. In August 2018, the RTC approved an update to the Regional 10-Year Plan that primarily incorporated various project updates received to date. Since that time, North Central Texas Council of Governments staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2020 UTP. In response to a January 31, 2019, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project. In addition, staff has drafted an additional list of projects that need initial funding to allow TxDOT to continue advancing pre-construction activities, including the acquisition of right-of-way.

[Electronic Item 5.1](#) contains the proposed list of projects.

[Electronic Item 5.2](#) includes additional information about this process. [Electronic Item 5.3](#) contains additional details on the scoring methodology developed by staff.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:00 – 2:05

6. **Overview of the 2018 Bicycle and Pedestrian Annual Traffic Count Report**

Action Possible Action Information Minutes: 5

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide an overview of the regional bicycle and pedestrian trail data-collection program and highlights from the 2018 annual report.

Background: Launched in 2014, the North Central Texas Council of Governments and several cities installed count equipment on regionally significant shared-use paths (trails) to collect baseline data on bicycle and pedestrian travel. Each year annual reports have been released highlighting patterns and trends, with the latest report on 2018 data currently available.

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:05 – 2:15

7. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 116th US Congress convened on January 3, 2019. The 86th Texas Legislature convened on January 8, 2019.

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:15 – 2:25

8. **2019 Metropolitan Planning Organization Milestone Policy Update**

Action Possible Action Information Minutes: 10

Presenter: TxDOT Dallas, Dallas County, City of Denton

Item Summary: The Committee will be provided with a status update on the Metropolitan Planning Organization (MPO) Milestone Policy projects that were granted an extension last fall. The updates will be given by representatives of the projects' implementing agencies.

Background: In June 2015, the MPO Milestone Policy was approved by the Regional Transportation Council (RTC). This policy affects projects that had been funded ten or more years prior to the time of the policy approval but that had not proceeded to construction. Projects were evaluated to determine whether there was still local support for the project, a realistic implementation schedule was provided by each local agency, and local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy and project list. The list contained recommendations for each project based on the information received from implementing agencies. The RTC

also approved a policy to give agencies one additional fiscal year from the proposed start or let date of the project to begin construction. If construction did not begin by that deadline, funding was to be removed from the project.

In October 2018, the Committee recommended to the RTC that an extension be granted to five projects that did not meet their deadline: 1) Camp Wisdom Road/Dallas County, 2) Northwest Highway at Jupiter/TxDOT Dallas, 3) Northwest Highway at Plano Road/TxDOT Dallas, 4) SH 78 from IH 635 to Forest Lane/TxDOT Dallas, and 5) McKinney Street from 1.4 miles west of SL 288 to 1.1 miles east of SL 288/City of Denton. A status update in Spring 2019 on the progress of the projects was requested by the Committee as part of its recommendation to the RTC. The RTC approved this recommendation at its November 2018 meeting. Since that time, staff has been coordinating with the agencies responsible for each of the five projects to ensure the projects are continuing to progress in a timely manner. Details on the Milestone Policy and the updated status of the five projects granted an extension can be found in [Electronic Item 8.1](#). More information on the projects that did not meet their deadline can be found in [Electronic Item 8.2](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:25 – 2:35

9. **2021-2024 Transportation Improvement Program Development**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the 2021-2024 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on all active projects. The data from these meetings will be assessed and organized into a draft project listing, which is financially constrained against the funding allocations to be identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds. Details on the

2021-2024 TIP development process, timeline, and focus areas are available in [Electronic Item 9](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:35 – 2:45

10. **National Highway System Review**

Action Possible Action Information Minutes: 10

Presenter: Brian Flood, NCTCOG

Item Summary: Staff is currently in the process of updating the National Highway System (NHS). Surface Transportation Technical Committee members will be briefed on the timeline for this process and the steps that have been taken to ensure local government involvement.

Background: The NHS is a network of nationally significant roadways in the United States. The network supports the movement of people and goods between population centers, major military installations, and intermodal facilities. The North Central Texas Council of Governments is working through a collaborative process with the Texas Department of Transportation, the Federal Highway Administration, and local governments to perform a complete evaluation of the NHS for the first time since its inception in 1996.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:45 – 3:00

11. **Fast Facts**

Action Possible Action Information Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *Michael Morris* – July 26 Committee Meeting Cancelled, August 23 Meeting at an Alternate Location, and September 26 Meeting Moved to October 4
2. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
3. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
4. *Jackson Enberg* – Status Report on Ozone Season ([Electronic Item 11.1](#))
5. *Vivek Thimmavajjhala* – Voluntary Local Transportation Strategies in Dallas-Fort Worth ([Electronic Item 11.2](#))
6. *Berrien Barks* – High-Occupancy Vehicle Subsidy Report ([Electronic Item 11.3](#))
7. *Evan Newton* – East/West Equity Update ([Electronic Item 11.4](#))
8. *Rylea Roderick* – Transportation Improvement Program Modification Submittal Deadline
9. *Kathryn Rush* – Safe Routes to School Regional Training ([Electronic Item 11.5](#))
10. *David Garcia* – Transit Studies Stakeholder Meetings
11. *Brian Wilson* – May Public Meeting Notice (Handout)

12. *Brian Wilson* – March Public Meeting Minutes ([Electronic Item 11.6](#))

13. *Victor Henderson* – Public Comments Report ([Electronic Item 11.7](#))

14. Written Progress Report:

- Local Motion ([Electronic Item 11.8](#))
- Transportation Partner Progress Reports ([Electronic Item 11.9](#))

12. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.

13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 24, 2019, at the North Central Texas Council of Governments.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
March 22, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 22, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Kimberly Garduno (representing Curt Cassidy), Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Kristina Holcomb, Kirk Houser, Terry Hughes, Monsur Ahmed (representing Paul Iwuchukwu), Kelly Johnson, Sholeh Karimi, Alonzo Liñan, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Titus (representing Mark Nelson), Jim O'Connor, Kevin Overton, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Angela Smith, Cheryl Taylor, Matthew Tilke, Keith Fisher (representing Gregory Van Nieuwenhuize), and Caroline Waggoner.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, JT Auldrige, Gustavo Baez, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Sheri Boyd, John Brunk, Molly Carroll, Brian Crooks, Cody Derrick, Kevin Feldt, Leah Gamble, Gypsy Gavia, Austin Gibson, Kelli Gregory, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Ernest Huffman, Yagnesh Jarmarwala, Amy Johnson, Joseph Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Dan Lamers, April Leger, Mickey McGuire, Christian Mendoza, Mindy Mize, Michael Morris, Jenny Narvaez, Jeff Neal, Evan Newton, Than Nguyen, Johan Petterson, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Kelly Selman, Shaina Singleton, Shannon Stevenson, Ellen Throneberry, Mitzi Ward, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of February 22, 2019, Minutes:** The minutes of the February 22, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Community College Partnership:** A recommendation for Regional Transportation Council approval to implement two new pilot projects related to students with Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA) was requested. Project A will provide Trinity Metro transit passes for all Tarrant County College students and Project B will provide transit for students between AISD campuses, TCC, UTA, and nearby park-and-ride lots. Details were provided in Electronic Item 2.1.
 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), provided in Electronic Item 2.2.1, and ratification of Paris District Modification 2019-0170 (from February 2019 TIP revisions) that required a scope change to be consistent with Mobility 2045, provided in Electronic Item 2.2.2, was requested. Also included in the action was a recommendation for RTC approval to allow staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

A motion was made to approve the items on the Consent Agenda. Bryan Beck (M); John Polster (S). The motion passed unanimously.

3. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Cody Derrick presented recommendations to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) typically consider extending existing and funding new Management and Operations and Regional Air Quality projects and programs every few years. The last review was completed in 2014 and 2015 with projects funded through Fiscal Year (FY) 2018. Using Transportation Improvement Program (TIP) action last year, projects were extended into FY2019 if carry over funds were insufficient. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as assign resources for RTC priorities, and ensures that programs and projects continue through FY2020 and FY2022. The program also focuses on air quality initiatives implemented to meet air quality conformity requirements. Efforts generally include three project types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). Mr. Derrick noted that blue text indicated changes since the item was presented at the February 22, 2019, meeting. Staff proposed a subtotal of \$67.4 million which includes CMAQ, STBG, Regional Toll Revenue, and RTC Local funds. In addition, staff proposed the removal of \$1.23 million in projects (down from the previously proposed \$1.27 million presented last month) for \$66.17 million in funds requested for FY2020-FY2022 projects. The list of recommended projects for consideration were provided in Electronic Item 3.1, and details on the funding program were provided in Electronic Item 3.2. A portion of the requested funding, \$28.78 million, will be used by North Central Texas Council of Governments staff and consultants to implement regional projects and programs with the \$37.39 million balance being passed through to other agencies in the region. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of programs and projects to fund through the 2017-2018 CMAQ/STBG Funding Program: Regional/Air Quality and Management and Operations Programs, and to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
4. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Evan Newton presented proposed Assessment Policy Program projects to be funded through the through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to transportation projects that provide an economic development component to adjacent property. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. A regional map of the five proposed projects was highlighted. Mr. Newton noted that changes since presented at the February 22, 2019, meeting were indicated in blue text. Proposed funding totals approximately \$28 million and includes proposed RTC grants and loans but does not include engineering funding previously approved by the RTC on the project in the City of Haslet. Details on the projects proposed for funding were provided in Electronic Item 4.1. Additional information on the funding program was provided in Electronic Item 4.2. For the Ferguson Parkway-City of Anna project, staff proposed a grant to fund only engineering until other funding partners are finalized. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the

southbound frontage road of SH 360 in Grand Prairie. Staff proposed to partially fund this project as a grant. The remaining portion will be repaid to the RTC over a 10-year period using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, which received Better Utilizing Investments to Leverage Development (BUILD) Grant funding, staff proposed for the RTC to assume the responsibility for any cost overruns for the construction phase. The BUILD Grant language gives room for any non-federal or local funding sources to cover construction contingencies, so staff proposed to use Regional Toll Revenue (RTR) funds for any cost overruns should they occur. As previously presented, the City of Haslet will repay \$6.9 million to the RTC over a proposed 20-year period using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. Finally, he noted the Butler Housing and Dallas Central Business District projects and that the funding for these projects are meant for the engineering portion since these projects are in a preliminary stage of planning. The timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Assessment Policy Program and to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); John Polster (S). The motion passed unanimously.

5. **Approval of Funding for Red River Navigation System Feasibility Study:** Michael Morris presented information regarding the Red River Navigation System feasibility study being discussed by the Texas Legislature. In July 2014, the Regional Transportation Council was briefed on a potential partnership project among Louisiana, Arkansas, Oklahoma, and Texas to extend the navigable waters on the Red River from Denison, Texas to the Gulf of Mexico. Discussion included a potential action item to approve \$500,000 contingent on Texas Legislature approval of the feasibility study. Mr. Morris noted that legislation has been introduced and staff is working to schedule a meeting with both bill sponsors. A motion was made to recommend Regional Transportation Council approval of \$500,000 for a Red River Navigation System feasibility study contingent on support of the project by the Texas Legislature. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
6. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell provided information on the next update to the Regional 10-Year Plan, as well as information regarding the 2020 Unified Transportation Program (UTP). The Regional 10-Year Plan is a requirement of House Bill 20 and includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016. In August 2017, the plan was updated to ensure that Proposition 1 projects remained fully funded and that the LBJ East project could proceed, and in August 2018 the plan was updated in conjunction with the development of the 2019 UTP. Since that time, the Texas Department of Transportation (TxDOT) has begun development of the 2020 UTP. Staff has coordinated with the TxDOT districts regarding updates to existing projects and potential new projects. To satisfy a deadline of January 31, 2019, set by TxDOT, North Central Texas Council of Governments (NCTCOG) staff developed a preliminary project listing that included project revisions and potential new projects. As part of the process, projects were required to be scored. Projects proposed for the update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2) projects approved by the RTC that have not been approved in the UTP, 3) projects that are being proposed for the first time for RTC approval, 4) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 5) projects proposed to be removed from the 10-year plan project list, funded with other sources, or are future candidates for funding. Mr. Dell highlighted the project scoring

methodology and noted that details were provided in Electronic Item 6.3. Overall, the scores are the result of a combination of selection and prioritization. Selection scoring was compromised of system selection (part of a larger regional network or phased implementation) and technical selection (project need such as safety, pavement and bridge condition, and others). Prioritization scoring was included in response to the State's interest in projects that are ready to let within a 10-year window. He provided additional detail on the fourth category of projects; corridor preservation. During NCTCOG staff coordination with TxDOT, districts expressed the need to advance preconstruction activities, notably right-of-way acquisition, on corridors that may be added to the 10-Year Plan in the future. In order to do so, a funding commitment from the Metropolitan Planning Organization (MPO) is required. Staff has developed a list of projects based on input from the TxDOT districts and proposed to use a small amount of Category 2 funding for each of the projects. Projects were included on page 9 of Electronic Item 6.1 that was emailed to members prior to the meeting. He noted the list includes only TxDOT Dallas District projects, but that the offer has been extended to the Fort Worth and Paris districts as well. Mr. Dell noted that staff will continue to finalize project selection/update efforts and seek Committee and RTC approval. Staff will then await the result of the Texas Transportation Commission decision on the next round of Category 12 Clear Lanes funding. UTP approval is anticipated in August, and staff proposed to continue developing a program that aims to preserve right-of-way along major corridors that may be added to the 10-Year Plan in the future. A timeline for the effort was reviewed. Details were provided in Electronic Item 6.2. Michael Morris discussed the proposed \$2 million in Surface Transportation Block Grant Program funding for IH 30 in Electronic Item 6.1, emailed to members. Staff proposed to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along the corridor (the first in the country). He noted that this design effort is conditional that efforts would not hold up project implementation. John Polster noted that there seemed to be several Category 2 (MPO selected) and Category 4 (TxDOT district selected) projects that have been approved by the RTC but that did not make it into the UTP. He asked what the region's position was to deal with the Texas Transportation Commission when it chooses not to include Category 2 projects in the UTP that have been selected and approved by the RTC. Brian Dell noted that in a few cases, more work may be needed to determine a project's scope or alignment or they may not be fully funded and that is part of the reason they have not been added to the UTP. Mr. Morris noted that the State's perspective is that these are State funds and that there is not a clear understanding of the federal role regarding transportation and therefore the RTC's role as the MPO. He noted that approximately \$340 million of the original Category 12 allocation remains unfunded. Staff has worked closely with the TxDOT districts and expressed the need for the remaining projects to be funded. If staff cannot convince TxDOT to fund the commitments from December 2016 with Category 12 funds, then the projects would need to be funded with Category 2. Mr. Polster proposed a strategic suggestion. He noted that the Texas Transportation Commission (TTC) understands the region cannot move forward on a project if it is not in the UTP. Likewise, the TTC cannot move forward on a project not contained in the Mobility Plan. He proposed that since the TTC is disregarding the federal obligations of the MPO, projects proposed for Category 12 funding to be removed from the Mobility Plan until agreement is reached on the importance of funding the projects selected by the RTC. Mr. Morris noted that he understood the strategy of Mr. Polster's proposal and that the Committee should consider the suggestion as staff moves forward.

7. **Legislative Update:** Nicholas Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal actions, he noted that the President recently published his Fiscal Year (FY) 2020 proposed budget and that there has been no movement on the proposal by Congress to date. Regarding State legislative actions. Mr. Allen noted that the bill filing

deadline was March 8 and that over 8,500 bills were filed. All House bills have been referred to committee. In addition, the Lieutenant Governor released his priority bill list, which primarily echoes the priority bills released by the Governor. He discussed Senator Jane Nelson's bill, SB 500, that includes provisions for Hurricane Harvey relief and the Medicaid shortfall. He also briefly highlighted bills related to the Regional Transportation Council Legislative Program such as red light cameras, tolling, and technology. Staff will continue to provide updates to the Committee throughout the legislative session.

8. **Start of 2019 Ozone Season:** Jenny Narvaez provided information on the 2019 ozone season, which began on March 1 and continues through November 30. She noted that the region is currently under two ozone National Ambient Air Quality Standards (NAAQS). Nine counties are in nonattainment of the 2015, 70 parts per billion (ppb) standard. In addition, ten counties remain in nonattainment for the 2008, 75 ppb standard and the region is in the process of being reclassified from moderate to serious for this standard. The historical ozone exceedance day trend was highlighted, as well as the ozone design value trend that will be the three-year average of the fourth highest value from the years 2017-2019. As of the day of the meeting, the region's design value was 70 ppb. Ms. Narvaez also noted that the North Central Texas Council of Governments (NCTCOG) has multiple upcoming air quality initiatives such as funding opportunities, an April 26 EarthX event, and Air North Texas events such as campus Clean Air Action days, Air Quality Awareness week, and Clean Air Action Day on June 21. Members and local agencies were encouraged to sign up to become Air North Texas Partners at www.airnorthtexas.org. She noted that staff will continue to provide updates to members throughout the 2019 ozone season. Details were provided in Electronic Item 8. John Polster noted that NCTCOG has been successful in communicating to the public about ozone alerts and Clean Air Action days, but that the general public is still confused about the improvements made to the region's air quality, especially considering the reclassification to serious nonattainment. He encouraged NCTCOG to increase its public communication regarding the progress made in improving the region's air quality since the early 1990s despite the increases in vehicle miles of travel and population. Ms. Narvaez noted that staff has presented a graphic that shows the decreasing design values relative to the increasing population and vehicle miles of travel, although it is not reported regularly. Mr. Morris noted that Mr. Polster's point was valid and that tracking of visibility could be added as well. In addition, he noted that public involvement staff will develop material to communicate the progress made in the region regarding air quality, and that an update will be provided to members at the April 26 meeting.
9. **Title VI Program May 2019 Update:** Kate Zielke presented information on the current update to the Transportation Department's Title VI Program which describes how the North Central Texas Council of Governments (NCTCOG) implements nondiscrimination efforts related to Title VI of the Civil Rights Act and environmental justice. Title VI prohibits discrimination on the basis of race, color, and national origin. National origin also applies to anyone who cannot read, speak or write English with proficiency. Additional statutes under the Title VI prohibit discrimination on the basis of religion, sex, age, or disability. Additionally, NCTCOG complies with an Executive Order on environmental justice to ensure that low income and minority groups are considered in the transportation planning process. NCTCOG implements these efforts by including an environmental justice analysis in each Metropolitan Transportation Plan, through public involvement techniques that seek to reach all residents, by including nondiscrimination in call for projects, and seeking equitable distribution of contracts through a Disadvantaged Business Enterprise program. In addition, the Transportation Department has a Title VI specialist that provides training to staff. Staff also participates in compliance reviews and audits, as well as monitors legislation and regulations to ensure compliance. Contents required for inclusion in the Title VI Program were highlighted and detailed in Electronic Item 9. She noted the majority of the Title VI

Program describes how NCTCOG implement Title VI nondiscrimination efforts and monitors subrecipients, which is required for direct and primary recipients of Federal Transit Administration funding. The program is required to be updated every three years, and the most recent update of the Title VI Program was 2016. Ms. Zielke provided an overview of the changes made for the 2019 update. A copy of the draft NCTCOG Title VI Program May 2019 Update is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf. A copy of the NCTCOG Public Participation Plan is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf. Regarding the Title VI complaint procedures, she noted administrative changes have been made to the procedures so that the narrative better matches the flow chart. In addition, the procedures have been translated into Spanish. She added that the complaint procedures will be updated in the Public Participation Plan and other documents as needed. She also noted that NCTCOG lists any transit related Title VI investigations, complaints, and lawsuits and added that no formal complaints have been received by NCTCOG. One comment was received by NCTCOG and communicated to Dallas Area Rapid Transit, and another transit agency reported a phone complaint. Ms. Zielke noted that the Title VI Program Update also includes updates to the Public Participation Plan. This plan was updated in 2018 and is again being updated due to the new complaint procedures. The demographic profile in the Title VI Program has also been updated, as well as new relevant content from Mobility 2045 and the new environmental justice index. Monitoring subrecipients for compliance is also included. She noted that the draft Title VI Program May 2019 Update includes the updated RTC Bylaws, and the final version will include the NCTCOG Executive Board Bylaws that were also updated in 2018. The timeline for this effort was reviewed. She noted that due to the impacts to the Public Participation Plan, this Title VI Program Update requires a 45-day comment period which closes in early April. If approved, the final document will be submitted to the FTA on June 1. Additional information on the Title VI Program is available at www.nctcog.org/ej.

10. **Mobility 2045 Update:** Kevin Feldt provided an update on efforts to implement Mobility 2045. He highlighted recent Regional Transportation Council initiatives to implement Mobility 2045, including the most recently approved performance measures and targets and project applications submitted for the Infrastructure for Rebuilding America Grant funding. He also highlighted initiatives addressing the 2019 emphasis areas. Related to high-speed rail engineering and planning, the Fort Worth to Laredo study to refine potential corridors and technology options has been initiated. In addition, the North Central Texas Council of Governments (NCTCOG) is working with the Federal Railroad Administration on the Dallas to Fort Worth Environmental Impact Statement study. Several initiatives are moving forward regarding public transportation engineering and planning, including the Cotton Belt, two Community College Partnership pilot programs, and others. Related to tolled facilities, the LBJ East project continues to advance, and technology advances include US 75. Looking forward to the next large corporation locating in the region, work has begun on the downtown Dallas initiative and the Oak Farms Dairy transportation initiative. Mr. Feldt also noted construction is underway on the Southern Gateway project, the Fort Worth to Dallas trail, and various city Veloweb trail projects. Initiatives completed since adoption of Mobility 2045 include the Wise County Transportation Study, the Butler Housing Transportation Study, the NCTCOG Gentrification Report, and the opening of TEXRail. An overview of various project development locations was presented. Mr. Feldt noted staff will continue efforts to implement projects and programs contained in Mobility 2045.
11. **Unmanned Aircraft Systems Safety and Integration Task Force:** Ernest Huffman provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force initiated by NCTCOG

in October 2018. The purpose of the task force is to promote and accelerate the safe and efficient integration of UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Task force members currently include airports, military bases, public safety entities, UAS industry representatives, NCTCOG staff from multiple departments, cities, counties, the Texas Department of Transportation, the Federal Aviation Administration, and academia. From the task force, working groups focused on four disciplines have been established. The Education and Public Awareness group is focused on the education of the general public on how to properly use UAS technology and to promote public awareness. The Legislation group will look at local and federal legislation to ensure that it aligns with the goals of the region, and the Training group will focus on training from the grade school to professional level. Finally, the Integration working group will work on the safe integration of UAS technology platforms into the region's airspace. Each working group is tasked with identifying issues, making recommendations, identifying those task force members that can provide solutions, determining if a solution is scalable, identifying funding for possible solutions, and reporting all findings to the task force. The structure of the task force was highlighted, as well as items earmarked to begin in the near future. Proposed efforts include Know Before You Fly training designed to educate the general public on the safe use of UAS. Comments on pending UAS bills, as well as the letters of support and nonsupport are also proposed. Regarding training, the task force is interested in creating teacher and CTE director externships as a resource to provide standardized education on UAS platforms. From an integration standpoint, there is interest in an Urban Air Mobility Study to ensure agencies operating air taxis operate efficiently. Mr. Huffman noted that the Task Force will meet on March 25. The Lone Star UAS Center of Excellence and Innovation will present on its program to test air taxi platforms, UAS Werx will provide information on its partnership with the Mineral Wells Airport to be one of the first in the country to have concurrent unmanned and manned flight operations, and the UAS technology provider, SqwaQ, will debut its new beyond line of sight 4G LTE drone link technology. In addition, NCTCOG will present on UAS opportunities to fill mobility gaps. He noted that the next working group meetings are scheduled for April 3. Dan Kessler encouraged member participation on the Task Force and Working Groups and discussed the importance of the general public being aware of the rules for UAS operation. Chad Edwards encouraged staff to seek out opportunities to share with the general public the existence of and rules for UAS operation to ensure the message is being received by those for which it is most relevant.

12. **Fast Facts:** Michael Morris highlighted projects in the IH 35W 3C area, included in the graphic provided as Electronic Item 12.1, and described how four different funding elements are being implemented to create a system of projects.

Michael Morris also presented the latest regional congestion data from INRIX that indicates the Dallas-Fort Worth region's congestion has decreased from the 20th most congested region in the country to the 21st most congested as the region experiences the benefits of project implementation. Related graphics were provided in Electronic Item 12.2.

Mr. Morris provided an update on Infrastructure for Rebuilding America grant applications for the North Texas Multimodal Operations, Velocity, Efficiency and Safety Program projects. He noted later refinements to the bridge projects from transit agencies increased the cost so five projects were submitted in the application instead of seven in order to be below the constraints of the grant guidelines.

Jeff Neal provided information about the Texas Federal Lands Access Program grant that provides funding for projects that give access to, are adjacent to, or are located within federal lands. Approximately \$3.2 million in funding is available for various projects. The deadline for applications is April 29.

Kevin Kokes highlighted two recent publications by the Federal Highway Administration. The Bikeway Selection Guide focuses on appropriate planning and guidance for selecting bicycle accommodations as a part of a project. The guide is available at https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf. He noted an upcoming webinar on March 26 from 12-1 pm during which this guide will be covered in more details. He also noted the Literature Review resource guide for separating bicyclists from traffic provided at https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18030.pdf.

Camille Fountain noted the next Traffic Incident Management Executive Level Course is scheduled for May 2 from 10 am-12 pm in the Transportation Council Room. The training is geared towards agency decision and policy makers. A flyer with registration information was distributed at the meeting. She noted that attendance at incident management training is one of the scoring components in upcoming incident management equipment purchase call for projects and is also a screening criterion for photogrammetry training. Additional information, including agency attendance, is available at www.nctcog.org/FIM.

Amy Hodges discussed upcoming air quality funding opportunities. She noted funding is available through the Fire, Ambulance, and Services (FAST) Fund administered by the Texas Department of Agriculture. Additional information is available at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Amy Hodges also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that NCTCOG has partnered with transportation energy partners to host a half day fleet workshop; Sirens, Schools, and Shippers. The workshop will take place on April 26 as part of the EarthX 2019 celebration at Fair Park. A flyer with additional information was distributed at the meeting. Additional upcoming Clean Cities events can be viewed at www.dfwcleancities.org/dfw-clean-cities-meetings.

Carli Baylor noted that February public meeting minutes, provided to members in Electronic Item 12.3, contained a summary of the information presented and comments received at the February 11, 2019, public meeting at which staff presented the future of transit and provided updates on both the Volkswagen settlement and the Title VI Program.

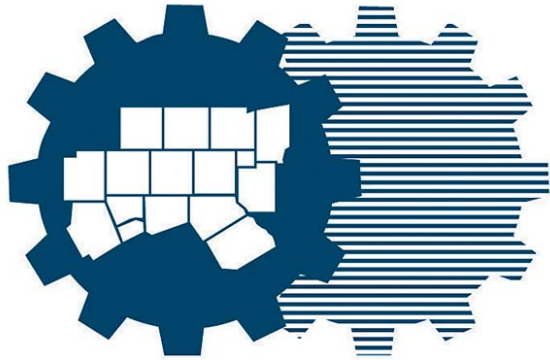
Carli Baylor also noted the April public meeting notice distributed at the meeting in Reference Item 12.7. The April 8, 2019, meeting will include information on updates to several long-range planning initiatives and the 511DFW Traveler Information System.

Victor Henderson noted that the Public Comments Report, which contains general public comments received from January 20-February 19, 2019, was provided in Electronic Item 12.4.

The current Local Motion was provided in Electronic 12.5, and transportation partner program reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Bryan Beck reminded staff of the request to provide members an update on the legacy projects that were proposed for deletion. Michael Morris noted that this update will be included on the April 26, 2019, Committee agenda. Clarence Daugherty thanked staff for their assistance on US 75 efforts. Dan Kessler introduced new North Central Texas Council of Governments staff member, James Atkins.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 26, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.



**North Central Texas
Council of Governments**



**Title VI Program
2019 Update**



Surface Transportation Technical
Committee

April 26, 2019

NONDISCRIMINATION AUTHORITIES

Title VI: Prohibits discrimination on the basis of race, color, national origin, religion, sex, age, or disability (Civil Rights Act of 1964)

Environmental Justice: Ensures low-income and minority groups are considered in the planning process (Executive Order 12892, February 1994)

NCTCOG NONDISCRIMINATION EFFORTS

Metropolitan Transportation Plan Environmental Justice Analysis

Public Involvement

Call for Projects

Disadvantaged Business Enterprise Program

Title VI Specialist/Staff Training

Compliance Reviews/Audits

Monitor Federal/State Legislation and Regulations

PROGRAM CONTENTS

**Title VI Notice
to the Public**

**Title VI
Complaint
Procedures**

**Title VI
Complaint
Form**

**List of Transit-
Related Title VI
Investigations,
Complaints,
and Lawsuits**

**Public
Participation
Plan**

**Language
Assistance Plan**

**Membership of
Non-Elected
Committees
and Councils**

**Monitoring
Subrecipients
for Compliance**

**Board Meeting
Resolutions of
Approved Title
VI Program**

MPO-Specific Requirements:

**Demographic
Profile**

**Planning for
Mobility Needs
of Minority
Populations**

**State and
Federal Funding
for Public
Transportation
Projects**

**Analysis of the
Transportation
System
Investments**

**Subrecipient
Program
Administration**

NCTCOG TITLE VI PROGRAM REQUIREMENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients

Required for direct and primary recipients of FTA funding

Update every three years

2019 TITLE VI PROGRAM UPDATES

Title VI Complaint Procedures*

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Public Participation Plan

Language Assistance Plan

Demographic Profile

Planning for Mobility Needs of Minority Populations (Mobility 2045)
Analysis of the Transportation System Investments

Monitoring Subrecipients for Compliance

RTC Bylaws, Executive Board Bylaws

*To be updated on website, in Public Participation Plan, other documents as needed

SCHEDULE

February 11: Conducted public meeting, began public comment period*

March 22: STTC Information

April 3: Close public comment period

April 11: RTC Information

April 26: Request STTC Action

May 9: Request RTC Approval

May 23: Request Executive Board Approval

June 1: Submit to FTA

*45-day public comment period required because Complaint Procedures are included in Public Participation Plan

ACTION REQUESTED

Recommend RTC Approval of Title VI Program 2019 Update

CONTACTS

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score	
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800	\$40,392,000			\$102,000,000
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020	2021		\$34,793,244	\$34,793,244		\$34,793,244								1	89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550								1	89.82
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	January 2022	2022		\$11,167,795	\$11,167,795		\$11,167,795								1	84.96
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	January 2022	2022		\$20,179,763	\$20,179,763		\$20,179,763								1	85.74
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022		\$44,570,571	\$44,570,571		\$44,570,571								1	84.79
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Propose to move \$100,000,000 of Category 12 funds to the US 380 corridor	TBD	\$150,000,000		\$150,000,000								2A	70.56
Collin			Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0		\$0								4	70.00
Collin			Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0		\$0								4	70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	June 2020	2020	In addition to this funding, there is \$11,000,000 of Collin County funding, \$881,828 of Category 8 funding, and \$52,809,288 of Category 11 funding on other projects along SH 121, which fully funds needed improvements along the corridor	\$50,837,435	\$50,837,435			\$50,837,435							1	84.75
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	December 2020	2021		\$33,986,881	\$33,986,881		\$33,986,881								1	87.89
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	April 2020	February 2023	2023		\$10,000,000	\$10,000,000		\$10,000,000								1	72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	April 2020	December 2022	2023		\$75,900,000	\$75,900,000		\$75,900,000								1	78.69
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct grade separation	April 2020	December 2021	2022	Staff proposes to add project to the 10-Year Plan	\$16,105,069	\$16,105,069		\$16,105,069								2B	80.91
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project; Collin County to contribute \$316,053,616 in bond funds over next 5 years; Increase in Category 12 funding offset by reduction in funding on North/South Roadways project	\$450,000,000	\$450,000,000		\$168,000,000	\$150,000,000		\$132,000,000					2A	72.91
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	\$30,000,000	\$30,000,000		\$30,000,000								2B	81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	\$2,548,000	\$2,548,000		\$2,548,000								2B	76.46
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019	December 2021	2022	Propose to fund this project with Category 2 funding as TxDOT does not anticipate getting Category 12 and only portions of the project are CMAQ eligible	\$25,000,000	\$25,000,000		\$25,000,000								4	79.42
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387		\$19,863,387								1	N/A
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2019	Funds are Proposition 1 - Category 4	\$2,746,785	\$2,746,785			\$2,746,785							1	81.78
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$2,000,000 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000		\$13,600,000								1	N/A
											Total Funding - Collin County ¹								\$995,284,480			

1: Amounts include proposed funding not yet approved in the UTP/awarded by the TTC.

They don't include funding from sources other than Category 2, 4, or 12.

Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

DRAFT

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt		
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800	\$40,392,000			\$102,000,000		
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2019	December 2021	2022		\$20,000,000	\$20,000,000		\$20,000,000								1	75.69		
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020	June 2022	2022	Engineering/right-of-way cost estimate of \$100M-\$150M; Construction cost estimate of \$150M-\$200M; TxDOT to request additional \$213,000,000 of Category 12 Clear Lanes funding and \$62,000,000 of S111 funding; Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding	\$300,000,000	\$300,000,000 \$238,000,000						\$200,000,000 \$238,000,000					1	81.67	
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80: Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1/2 reversible managed lane	June 2020	June 2023	2023	Funding to be moved to breakout project (CSJ 0009-11-929) Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding	\$1,050,000,000	\$0					\$0						1	80.71	
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP	\$120,574,879	\$120,574,879						\$120,574,879					1	86.81	
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664						\$24,549,664					1	N/A	
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000						\$11,000,000					1	N/A	
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	TxDOT to request Category 12 Clear Lanes funding for this project	\$50,000,000	\$50,000,000						\$50,000,000					2A	76.19	
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	August 2019	January 2021	2021	Portion of Fort Worth's Category 4 funds to be used	\$9,000,000	\$9,000,000					\$9,000,000						1	88.54	
Dallas	TBD	0009-11-252 0009-11-929	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	June 2020	June 2023	2023	TxDOT to request \$751,552,459 of Category 12 Clear Lanes and \$167,900,000 of S111 funding for this project	\$919,452,459 \$1,000,000,000	\$751,552,459 \$1,000,000,000						\$751,552,459 \$1,000,000,000					2B	77.40	
Dallas	TBD	0009-11-251	IH 30	IH 45 to IH 635	Reconstruct and widen 1 reversible HOV to 2 reversible managed lanes	June 2020	June 2023	2023	Project split out from CSJ 0009-11-929	\$80,547,541	\$0											2B	77.40	
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project	\$22,355,107	\$22,355,107						\$22,355,107					2B	85.20	
Dallas	55094	0442-02-159	IH 35E	US 67 to Laurelnd Drive	Construct 0 to 1 reversible express lane		August 2027	2028	Staff proposes to remove funding from this project	\$0	\$0					\$0	\$0					4	74.33	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)	March 2013 (Actual)	August 2026	2026	Design-build project; TxDOT to request \$229,655,586 of Category 12 Clear Lanes funding and \$90,105,043 of S111 funds for the project	\$460,575,043 \$600,000,300	\$370,470,000 \$600,000,300		\$140,814,414 \$262,044,414				\$229,655,586 \$337,955,886					1	77.05	
Dallas	TBD	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2026	2026	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; TxDOT to request \$18,194,957 of S111 funds for the remainder of the project	\$139,424,957	\$121,230,000		\$121,230,000									1	77.05	
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 2/6 to 2/6 lane frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request \$300,000,000 of Category 12 Clear Lanes and \$60,000,000 of S111 funding for this project	\$360,000,000	\$300,000,000 \$260,000,000						\$300,000,000 \$260,000,000					2B	72.81	
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request \$390,000,000 of Category 12 Clear Lanes and \$150,000,000 of S111 funding for this project	\$540,000,000	\$390,000,000 \$540,000,000						\$390,000,000 \$540,000,000					2B	68.59	
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Project also has \$583,000 of STBG funds	\$8,698,295	\$8,115,295		\$8,115,295									2B	89.30	
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	June 2019	2019		\$26,327,302	\$26,327,302		\$26,327,302									1	93.22	
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015	August 2019	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000		\$65,000,000				\$4,377,000					1	93.14	
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661						\$385,988,661					1	90.08	
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019	2019	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661		\$50,956,661										1	82.89

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536		\$34,821,750			\$175,000,000		\$20,399,786			1	90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019	2019	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161		\$35,650,161								1	83.25
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019	2019	Construction also funded with \$25M CMAQ, \$92,857,142 STBG, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$322,894,555	\$90,147,610		\$58,797,257					\$31,350,353			1	87.35
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019	2019	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914		\$178,976,914								1	81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019	2019	Construction also funded with \$25,000,000 STBG and \$168,406,748 TxDOT PE/ROW; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053	\$278,620,856	\$128,566,595		\$128,566,595								1	85.92
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding and \$3,788,000 of RTR funding	\$39,455,869	\$35,235,869		\$35,235,869								1	79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding	\$53,513,708	\$53,105,708		\$53,105,708								1	77.62
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$2,223,936	\$2,223,936				\$2,223,936					2B	83.30	
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948				\$20,927,948					1	N/A	
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019	2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000				1	83.89	
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019	2019	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000				1	83.94	
Dallas			SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0		\$0							4	65.95	
Dallas			SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0		\$0							4	65.95	
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)			August 2045	2045				\$0							4	71.09	
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)			August 2045	2045				\$0							4	68.99	
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	June 2019	2019	Related to 0092-14-088 and 0092-01-052	\$10,100,000	\$10,100,000		\$10,100,000							1	96.67	
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	August 2021	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000		\$1,000,000							1	84.62	
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	March 2020	August 2020	2020		\$2,163,200	\$2,163,200		\$2,163,200							1	79.24	
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 Interchange	June 2019	June 2021	2021	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$386,214,458	\$105,000,000				\$105,000,000					1	82.45	
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	June 2019	June 2021	2021	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	\$163,960,872	\$100,000,000				\$100,000,000					1	79.95	
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000		\$7,900,000			\$2,015,000				1	85.16	
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)	March 2025		September 2027	2028						\$17,200,000					1	78.89	
											Total Funding - Dallas County ¹							\$4,409,931,505				

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029							Group	MPO Project Score		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL			Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800			\$40,392,000	\$102,000,000
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022	2022		\$42,817,890	\$42,817,890		\$42,817,890								1	91.11
Denton			Greenbelt/Regional Outer Loop	At FM 428						\$50,000,000	\$50,000,000		\$50,000,000								2A	59.61
Denton	25033.3	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange and existing 4 to 4 lane frontage roads	March 2013	May 2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969								1	89.53
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128	\$663,409,414	\$62,485,239 \$41,604,130		\$62,485,239 \$41,604,130								1	76.34
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Funding moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126	\$957,611,088	\$20,723,022 \$41,604,130		\$20,723,022 \$41,604,130								1	78.82
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	May 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project	\$179,709,425	\$179,709,425					\$179,709,425					2B	79.11
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124	\$41,486,682	\$41,486,682		\$41,486,682								2B	78.08
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124 and TIP 25033.2/CSJ 0196-02-125	\$65,008,508	\$65,008,508		\$65,008,508								2B	82.90
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 25033.2/CSJ 0196-02-125	\$59,143,580	\$59,143,580		\$59,143,580								2B	81.45
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	May 2021	2021	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	\$18,448,040	\$17,839,014		\$17,839,014								1	91.90
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941		\$51,250,941								1	87.93
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 MPM1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811								1	N/A
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 MPM1 & \$4,019,642 of 4P1	\$7,788,890	\$1,500,000		\$1,500,000								1	N/A
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000								1	89.06
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$16,230,232	\$13,444,113		\$13,444,113								1	93.81
Total Funding - Denton County¹																			\$660,220,194			
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	September 2020	September 2025	2026		\$70,000,000	\$25,000,000		\$25,000,000								1	70.00
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	June 2019	March 2022	2022		\$29,246,463	\$29,246,463		\$29,246,463								1	78.12
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	June 2019	March 2022	2022	Project also has \$4,486,132 of Category 1 funding	\$42,441,711	\$37,955,579		\$3,955,579			\$34,000,000					1	76.70
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	October 2020	January 2024	2024		\$32,145,761	\$32,145,761		\$32,145,761								1	82.22
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	June 2019	May 2023	2023		\$98,605,947	\$25,000,000		\$25,000,000								1	81.42
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Construct interchange	April 2017 (Actual)	June 2019	2019		\$26,700,000	\$26,700,000		\$26,700,000								1	86.84

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW			Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000			\$907,738,800	\$40,392,000	\$102,000,000
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000									1	N/A	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads	June 2019	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000							1	90.84
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding	\$9,513,170	\$8,770,170	\$8,770,170									1	83.87
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding	\$10,393,729	\$10,297,729	\$10,297,729									1	77.58
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$14,715,504	\$8,065,504	\$8,065,504									2B	TBD
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Construct 0 to 6 lane urban roadway; Realign at a new location	June 2019	May 2023	2023	Breakout of TIP 13035.1/CSJ 1051-01-051; Staff proposes to add project to the 10-Year Plan	\$35,616,830	\$10,000,000	\$10,000,000									2B	71.72
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Reconstruct grade separation	December 2022	June 2027	2027	Staff proposes to add project to the 10-Year Plan	\$28,000,000	\$28,000,000	\$28,000,000									2B	64.93
Total Funding - Ellis County¹																	\$300,281,206					
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0									4	N/A
Total Funding - Hood County¹																	\$0					
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2020	May 2024	2024	Hunt County is doing environmental clearance; TxDOT is requesting \$15,000,000 of Category 12 funds	\$15,000,000	\$15,000,000									\$15,000,000	2A	82.54
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	September 2019	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; TxDOT is requesting \$5,550,000 of Category 12 funds	\$17,035,840	\$5,550,000									\$5,550,000	2A	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000									\$22,000,000	1	75.78
Hunt	13053		SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					\$4,900,000	\$4,900,000		\$4,900,000								2A	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018	August 2020	2020		\$9,000,000	\$9,000,000		\$9,000,000								1	80.86
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$30,000,000	\$30,000,000									\$30,000,000	1	82.02
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000									\$25,000,000	1	76.40
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000									\$25,000,000	1	77.26
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	June 2022	2022	TxDOT is requesting \$30,000,000 of Category 12 funds; Project also has \$6,450,000 of Category 7 funds	\$30,000,000	\$30,000,000									\$30,000,000	2A	76.27
Hunt	TBD	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	TxDOT is requesting \$40,000,000 of Category 12 funds	\$40,000,000	\$40,000,000									\$40,000,000	2B	TBD
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2024	TxDOT is requesting \$4,200,000 of Category 12 funds	\$4,200,000	\$4,200,000									\$4,200,000	2B	TBD
Total Funding - Hunt County¹																	\$210,650,000					
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	January 2021	December 2022	2023		\$78,000,000	\$78,000,000	\$78,000,000									1	72.84
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2019	June 2021	2021		\$2,800,000	\$2,800,000	\$2,800,000									1	87.39
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	September 2019	August 2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	\$1,375,000	\$1,375,000	\$1,375,000									1	78.10
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	August 2019	February 2022	2022		\$10,000,000	\$10,000,000	\$10,000,000									1	77.01
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	August 2019	February 2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748									1	86.06
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	May 2019	August 2020	2020		\$15,000,000	\$15,000,000		\$15,000,000								1	84.42
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	July 2017	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000									1	N/A
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	\$17,800,000	\$17,800,000	\$17,800,000									2B	78.96
Total Funding - Johnson County¹																	\$132,415,748					

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Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

DRAFT

FY 2017 - FY 2029

County	TIP Code	TXDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score	
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800	\$40,392,000			\$102,000,000
Kaufman	55111	2588-01-017	FM 548	North of US 80 to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	June 2019	March 2023	2023		\$58,000,000	\$58,000,000		\$58,000,000								1	80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	June 2020	2020		\$12,925,617	\$12,925,618		\$12,925,618								1	79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	March 2020	August 2020	2020		\$2,163,200	\$2,163,200		\$2,163,200								1	78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	June 2019	February 2022	2022		\$139,515,095	\$133,000,000			\$133,000,000							1	87.15
Total Funding - Kaufman County¹											\$206,088,818											
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019	May 2019	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,354,000	\$12,000,000	\$12,000,000									1	85.32
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019	December 2018	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0									4	76.15
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	March 2020	September 2021	2022		\$21,000,000	\$21,000,000			\$21,000,000							1	75.83
Parker	13062	1068-05-014	IH 30	IH 20 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	\$6,000,000	\$6,000,000			\$6,000,000							1	78.99
Parker	13061	0008-03-094	IH 20	FM 1187 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020	July 2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000			\$21,800,000							1	79.21
Total Funding - Parker County¹											\$60,800,000											
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	June 2019	March 2023	2023		\$6,200,000	\$6,200,000		\$6,200,000								1	78.71
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	\$7,000,000	\$7,000,000			\$7,000,000							1	96.33
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	March 2019 (Actual)	September 2022	2023		\$257,219,578	\$257,219,578			\$25,600,000		\$231,619,578					2A	80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019	September 2021	2022	Split from TIP 13036/CSJ 0009-12-219; Category 4 funds offset by a reduction on TIP 13036/CSJ 0009-12-219; TXDOT to request Category 12 Clear Lanes funding for this project	\$214,025,080	\$214,025,080			\$6,400,000		\$207,625,080					2B	81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205	Reconstruct and widen 6 to 8 mainlanes and reconstruct 0/4 discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard	March 2019	September 2021	2022	TXDOT to request Category 12 Clear Lanes funding for this project	\$73,095,223	\$73,095,223					\$73,095,223					2B	83.74
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020	August 2022	2022		\$2,702,009	\$2,702,009		\$2,702,009								1	88.75
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020	August 2022	2022	Project split out from TIP 55074; Proposing to also add \$17,550,000 of CMAQ funding	\$24,032,505	\$6,482,505		\$6,482,505								1	83.19
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063		\$8,325,063								1	N/A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165		\$719,165								1	N/A
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$399,142 of Category 1	\$16,957,142	\$14,900,000		\$14,900,000								1	N/A
Total Funding - Rockwall County¹											\$590,668,623											

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSI	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt		
												\$1,160,354,800	\$2,931,288,266	\$50,000,000	\$586,910,000	\$1,211,394,397	\$710,202,000	\$907,738,800	\$40,392,000			\$102,000,000		
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,000,000	\$0	\$0									4	N/A		
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095										1	63.16	
Tarrant	13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Widen from 8 to 10 general purpose lanes	September 2022	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000										1	76.01	
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads	June 2020	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; TxDOT to request Category 12 Clear Lanes funding for this project	\$355,000,000	\$355,000,000	\$125,000,000		\$153,000,000		\$77,000,000							1	82.70
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; TxDOT to request Category 12 Clear Lanes funding for this project	\$165,000,000	\$165,000,000					\$165,000,000						2A	85.40	
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	May 2019	July 2019	2019		\$23,000,000	\$23,000,000			\$23,000,000									1	77.27
Tarrant	13002	1068-01-213	IH 30	IH 820 to Summit Avenue	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	December 2023	2024		\$637,144,167	\$150,000,000	\$150,000,000											1	73.24
Tarrant	13003	1068-01-214	IH 30	Linkcrest Drive to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	January 2023	2023		\$90,000,000	\$90,000,000	\$9,000,000				\$81,000,000							1	79.63
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	November 2019	January 2023	2023	TxDOT to build safety barriers into managed lane design	\$100,820,000	\$100,820,000			\$100,820,000									1	80.82
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027	Staff proposes to add project to the 10-Year Plan	\$500,000,000	\$20,000,000	\$20,000,000											2B	60.78
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct freeway from 4/8 to 8/14 lane facility	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project; \$340,202,000 of Category 12 Clear Lanes funding has been awarded to this project; TxDOT to request an additional \$175,638,000 of Category 12 Clear Lanes funding	\$656,000,000	\$656,000,000	\$140,160,000				\$515,840,000							1	81.89
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$47,500,000	\$37,500,000	\$37,500,000											1	80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project; Project has a \$5,000,000 commitment from City of Fort Worth	\$12,500,000	\$12,500,000	\$12,500,000											1	79.36
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove with the addition of auxiliary lanes and ramp modifications	April 2020	July 2020	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000											1	80.68
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000					\$370,000,000							1	N/A
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	July 2018	September 2018	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$0	\$0											4	N/A
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen 4 lane arterial to 6 lane freeway; Reconstruct and widen 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	October 2019	February 2020	2020		\$113,999,400	\$113,999,400	\$45,006,400				\$68,993,000							1	89.09
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	October 2019	February 2020	2020		\$22,000,000	\$22,000,000			\$22,000,000									1	90.50
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	October 2020	February 2024	2024		\$200,000,000	\$200,000,000	\$200,000,000											1	86.64
Tarrant	13037	0171-05-094	SH 199	White Settlement Road to IH 820	Reconstruct 4/6 to 4/6 lane divided urban	August 2020	August 2023	2023		\$100,000,000	\$100,000,000	\$100,000,000											1	78.28
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	May 2022	August 2022	2022		\$22,718,955	\$20,000,000	\$20,000,000											1	77.49

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

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FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score	
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL			Cat 12 Hunt
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	June 2021	2021	Project is split out from TIP 51346	\$50,000,000	\$50,000,000	\$50,000,000									1	94.82
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000	\$55,000,000									1	N/A
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$40,000,000	\$40,000,000			\$40,000,000							1	80.20
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Kennedale/Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000							1	80.36
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 lane partial freeway and ramps at major cross-streets	TBD	TBD	TBD	TxDOT to request Category 12 Clear Lanes funding for this project	\$150,000,000	\$150,000,000					\$150,000,000					2B	63.12
Tarrant	TBD	TBD	SH 183	At Pumphrey	<u>Construct intersection improvements including turn lanes and new traffic signal</u>				Staff proposes to add project to the 10-Year Plan		\$10,000,000	\$10,000,000									2B	61.51
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	\$6,250,000	\$6,250,000	\$6,250,000									2B	76.90
Tarrant	TBD	TBD	US 287	<u>IH 35W to Avondale Haslet Road</u>	<u>Construct frontage roads and intersection improvements</u>		<u>August 2023</u>	<u>2023</u>	<u>Staff proposes to add project to the 10-Year Plan</u>		<u>\$5,000,000</u>	<u>\$5,000,000</u>									<u>2B</u>	<u>TBD</u>
Total Funding - Tarrant County¹																			\$2,896,154,495			
Wise	13004.1	2418-01-013	FM 1810	East of CR 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June 2021	December 2022	2023		\$13,000,000	\$13,300,000	\$13,300,000									1	67.70
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and frontage roads	June 2021	December 2022	2023	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000	\$16,700,000	\$16,700,000									1	68.44
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June 2021	December 2022	2023	Split from TIP 13004/CSJ 2418-01-013	\$600,000	\$600,000	\$600,000									1	67.70
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	May 2022	July 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so recommend changing to Category 2	\$14,000,000	\$14,000,000	\$14,000,000									2A	72.48
Total Funding - Wise County¹																			\$44,600,000			
Total Proposed Funding											\$10,507,095,069	\$1,273,517,243	\$2,399,724,458	\$13,900,000	\$582,613,000	\$1,059,007,110	\$1,277,840,000	\$3,663,351,258	\$40,392,000	\$196,750,000	\$10,507,095,069	
Total Amount Remaining for Programming											(\$2,806,814,806)	(\$113,162,443)	\$531,563,808	\$36,100,000	\$4,297,000	\$152,387,287	(\$567,638,000)	(\$2,755,612,458)	\$0	(\$94,750,000)		
Total Allocation																						\$7,700,280,263

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

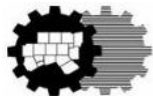
Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)	Group	MPO Project Score
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018	April 2023	2023		\$67,954,081	\$500,000	3	82.81
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018	July 2023	2023		\$14,055,246	\$500,000	3	77.39
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		\$7,795,805	\$500,000	3	80.29
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		\$45,190,870	\$500,000	3	76.28
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	June 2019	December 2025	2026		\$8,990,001	\$500,000	3	70.25
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	April 2019	August 2022	2022		\$21,851,272	\$500,000	3	81.22
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000	3	57.02
Dallas	11950	0353-06-905	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000	3	61.77
Dallas	11951	0353-04-907	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000	3	61.81
Dallas	52569	0353-06-906	SH 114	East of Rochelle Blvd to SH 183	Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate)		August 2029	2029		\$500,000	\$500,000	3	62.50
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	June 2019	September 2022	2023		\$136,301,942	\$500,000	3	75.63
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	March 2019	March 2021	2021	Candidate for Clear Lanes funding	\$179,709,425	\$500,000	3	79.11
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	March 2019	March 2021	2021		\$62,485,239	\$500,000	3	82.76
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		\$30,000,000	\$500,000	3	85.15
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		\$30,000,000	\$500,000	3	85.11
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	May 2019	February 2023	2023		\$67,147,628	\$500,000	3	77.66
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$25,455,639	\$500,000	3	78.53
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$16,278,334	\$500,000	3	73.60
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		\$21,105,442	\$500,000	3	75.36
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019	March 2023	2023		\$45,544,229	\$500,000	3	78.07
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May 2019	February 2023	2023		\$67,862,132	\$500,000	3	79.17
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	April 2019	August 2026	2026		\$15,838,439	\$500,000	3	71.15

2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee

April 26, 2019



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016
- Series of updates were made in August 2017 to ensure that Proposition 1 projects remained fully funded and the LBJ East project could proceed
- An update to the 10-Year Plan was approved in August 2018 in conjunction with the development of the 2019 Unified Transportation Program (UTP)

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

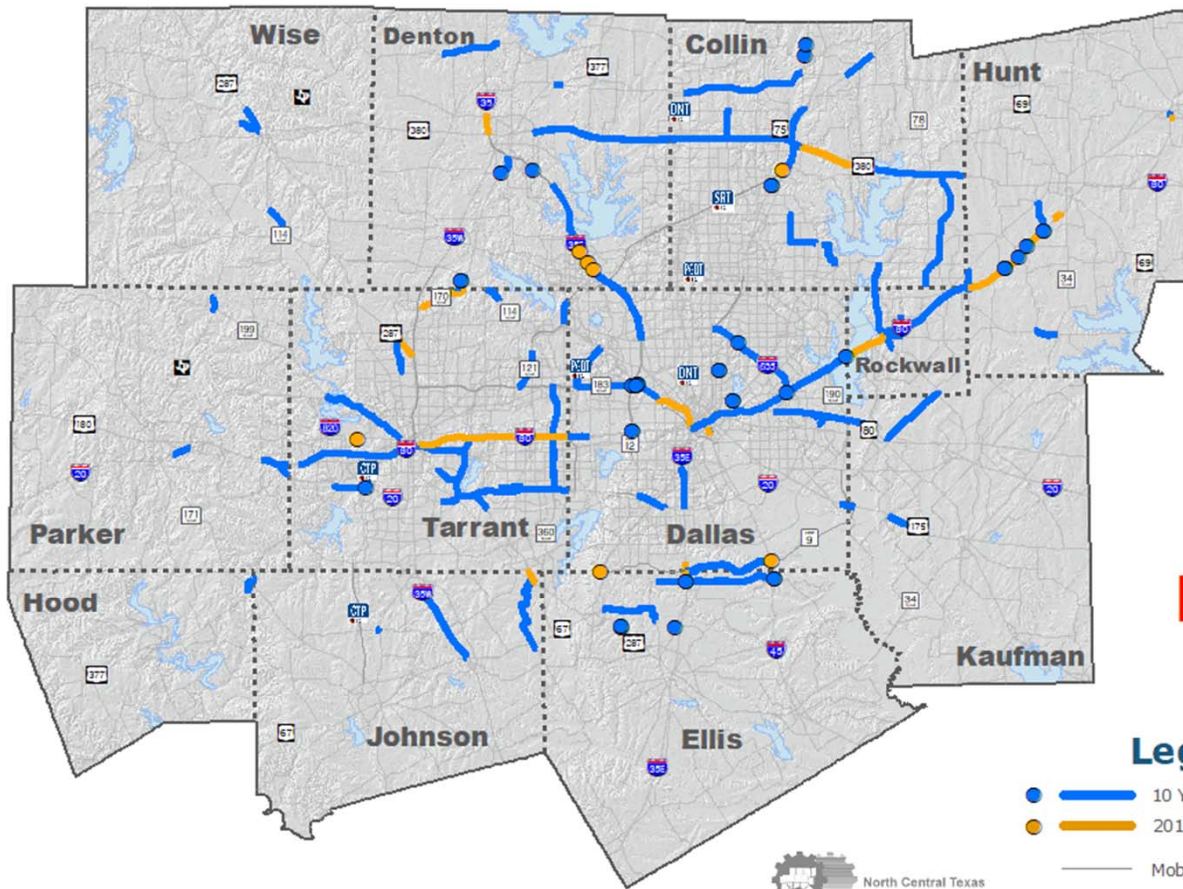
- Texas Department of Transportation (TxDOT) staff have begun developing the 2020 UTP.
- NCTCOG staff have coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates) and potential new projects.
- Projects were scored to fulfill a TxDOT requirement for inclusion in the UTP.
- To satisfy a January 31, 2019 deadline set forth by TxDOT, NCTCOG staff drafted a project listing that included project scores, project revisions, and potential new projects.

2019 10-YEAR PLAN UPDATE

- Projects in the proposed 2019 Update fall under one of five groups:
 - Group 1: Projects approved by the RTC that have been approved in the UTP
 - Group 2A: Projects approved by the RTC that have not been approved in the UTP
 - Group 2B: Proposed projects pending RTC approval
 - Group 3: Proposed projects that need funding to advance pre-construction activities like right-of-way acquisition
 - Group 4: Projects proposed to be removed from the 10-Year Plan project list, funded with other sources, or are future candidates for funding

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2029

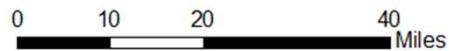


Dallas CBD



Fort Worth CBD

DRAFT



Legend

- 10 Year Plan Projects
- 2019 10 Year Plan Update
- Mobility 2045 Roadways
- - - County Boundary
- Lakes

Date: 4/4/2019

PROJECT SCORING

- Overall project scores are the result of a combination of selection and prioritization scores
- Selection scoring was comprised of System Selection (i.e., project is part of a larger/regional network) and Technical Selection (i.e., project need)
- Prioritization scoring was included in response to the State's interest in projects that are ready to let within a 10-year window

CORRIDOR PRESERVATION PROGRAM

- TxDOT Districts have expressed the need to advance pre-construction activities (notably right-of-way acquisition) on corridors that may be added to the 10-Year Plan in the future
- Projects require funding in order for TxDOT to be permitted to commence these activities
- Staff has begun developing a list of these projects based on input from the TxDOT Districts
- Staff proposes to change the funding source to Surface Transportation Block Grant (STBG) based on feedback from TxDOT

TIMELINE

MEETING/TASK	DATE
STTC Information	March 22, 2019
RTC Information	April 11, 2019
Public Meetings	April 2019
STTC Action	April 26, 2019
RTC Action	May 11, 2019

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed 2019 Regional 10-Year Plan project listing.
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.
 - Creating partnerships initiated by the TTC on Category 12 projects

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State's interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

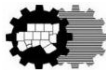
Five project groups were established after the Prioritization process. They are:

- Group 1: Projects previously approved by the Regional Transportation Council (RTC) and currently approved within the Unified Transportation Program (UTP)
- Group 2A: RTC-approved projects with funding that has not been approved in the UTP
- Group 2B: Proposed projects pending RTC approval
- Group 3: Proposed Right-of-Way projects
- Group 4: Projects proposed to be removed from 10-Year Plan project list

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

Surface Transportation Technical Committee

April 26, 2019



North Central Texas
Council of Governments
Transportation Department

Background

- The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

Fall 2018 Update

- Staff provided an update on all Milestone projects to the Surface Transportation Technical Committee (STTC) at the October 2018 meeting.
- Five projects did not meet the letting deadline of FY 2018.
- STTC recommended to the RTC that the projects receive an extension until December 2019 and requested that staff provide a status update on the projects in the future.
- The RTC approved this recommendation at its November 2018 meeting.
- If the projects do not meet the new deadline, funding will be removed.

Project Status Update

Agency	Facility/Limits	Scope	Let Date
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	May 2019 (Estimated)
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	April 2019 (Actual)
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	March 2019 (Actual – Partial) ¹

1: Project is being let in phases; Remaining portions of the project to be let in October 2019

Next Steps

- Continue monitoring the progress of these projects as well as those that must let prior to the end of FY 2019.
- Initiate a review of projects to determine the next group of Milestone projects.

Questions?

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**10-YEAR MILESTONE POLICY:
Spring 2019 Update**

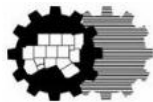
CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	FUNDING CATEGORY	2016 COMMENTS	2016 RECOMMENDATION	2018 PROJECT STATUS/RECOMMENDATION	2019 PROJECT STATUS
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	CMAQ; TXDOT PE	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET OF MARCH 2019	PROJECT LET APRIL 2019
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	STP-MM; RTR	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET DATE OF JULY - NOVEMBER 2019	PROJECT PARTIALLY LET MARCH 2019; PROJECT IS BEING IMPLEMENTED IN PHASES; REMAINING PORTIONS OF THE PROJECT TO BE LET IN OCTOBER 2019
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	RTR; LOCAL		CONFIRM FUNDING IN FY 2017	EXTEND LETTING DEADLINE TO DECEMBER 2019; ESTIMATED LET DATE OF SPRING 2019	ESTIMATED LET DATE OF MAY 2019

DEVELOPMENT OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Information and Upcoming Schedule

Surface Transportation Technical Committee

April 26, 2019



North Central Texas
Council of Governments
Transportation Department

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop revised project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

MEETING EXPECTATIONS

- **Meetings to Discuss Individual Projects will be:**
 - In-Person or Conference Calls
 - “Clustered”
- **Who Needs to Attend?**
 - Project managers that can answer questions about the status of projects in question
 - Fiscal managers to answer questions about expenditures, agreements, and invoicing
 - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and process

MEETING EXPECTATIONS:

Project Status Update

- **Information is Needed by Phase**
 - Engineering
 - Environmental Clearance
 - Right-of-Way (ROW)
 - Utilities
 - Construction/Implementation
- **Start and End Dates**
 - Estimated dates if phase has not been started/completed
 - Actual dates if phase has been started/completed
 - Dates provided must be realistic given the realities of project implementation steps
- **Local Match Availability**
 - When will the local match be available? (If required)

MEETING EXPECTATIONS:

Project Financial Information

- **Status of Agreements**
 - Local Project Advance Funding Agreements (LPAFA) with TxDOT
 - Interlocal agreements with North Central Texas Council of Governments (NCTCOG)
- **Invoicing**
 - Timely billings to TxDOT (Federal/State funds)
 - Monthly reporting to the Revenue and Project Tracking System (RAPTS) for Regional Toll Revenue (RTR) projects

MEETING EXPECTATIONS:

Requests for Project Modifications

- **Venue for Requesting:**
 - Changes to project scope or limits
 - Funding Changes
 - Advancing or delaying a project (subject to financial constraint)
 - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
 - Cost savings at project completion
 - Certain changes may or may not be possible depending on expenditure levels
 - Changes to Implementing Agency

FOCUS AREAS

- Projects on the MPO Milestone Policy List
- Projects on the Federal Highway Administration (FHWA) Inactive List
- Projects on the FHWA Preliminary Engineering (PE) Audit List
- Projects in the Transportation Alternatives Program (TAP)/ Transportation Alternatives Set-Aside (TA) Program
- Requests for projects to be placed in the first year of the new TIP (FY 2021)
- Closing out projects with RTR Funds

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-August 2019
Data Input, Financial Constraint, and Analysis	June 2019-January 2020
Draft Listings- STTC Information	February 2020
Draft Listings- RTC Information	March 2020
Public Meetings- Draft Listings	March 2020
Final Listings- STTC Action	April 2020
Final Listings- RTC Action	May 2020
Submit Final Document to TxDOT	Summer 2020
Anticipate TxDOT Commission Approval (for STIP)	August 2020
Anticipate Federal/State Approval (STIP)	October 2020

QUESTIONS/COMMENTS?

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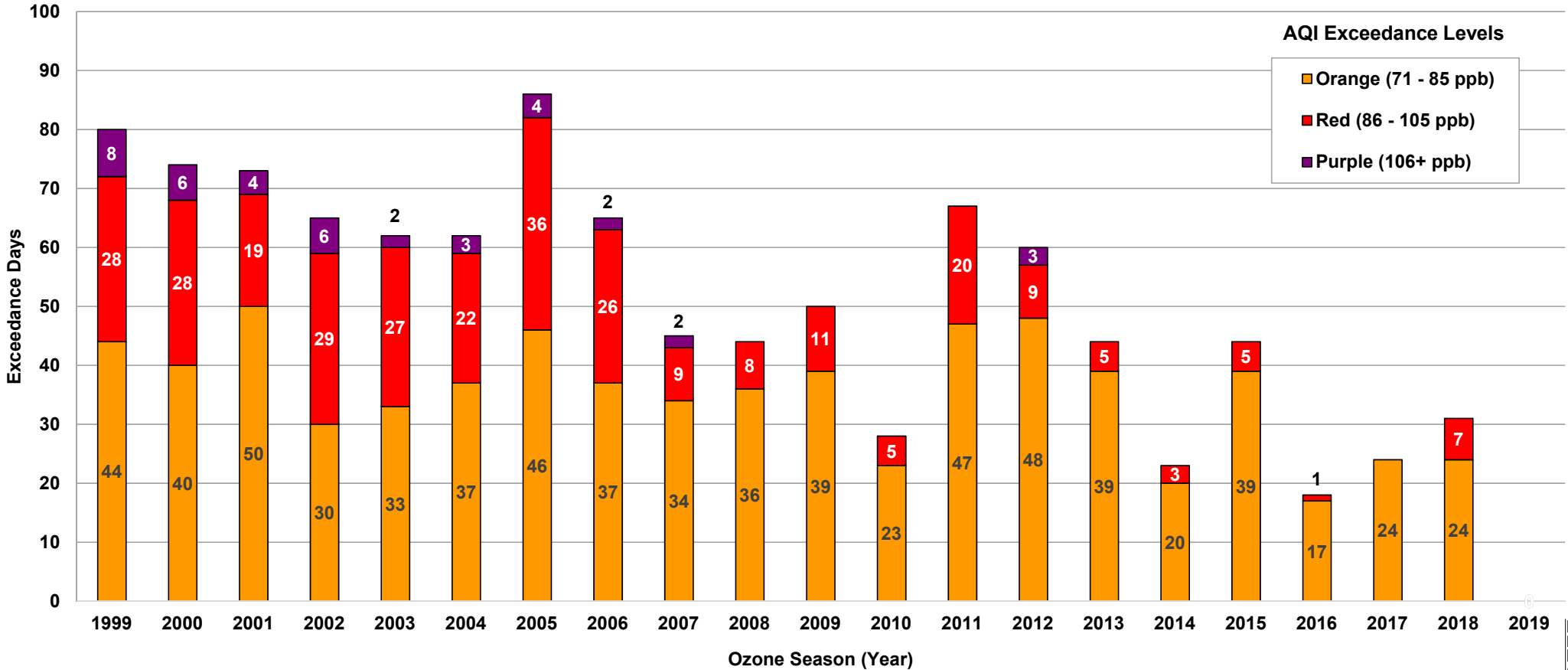
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8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of April 19, 2018)

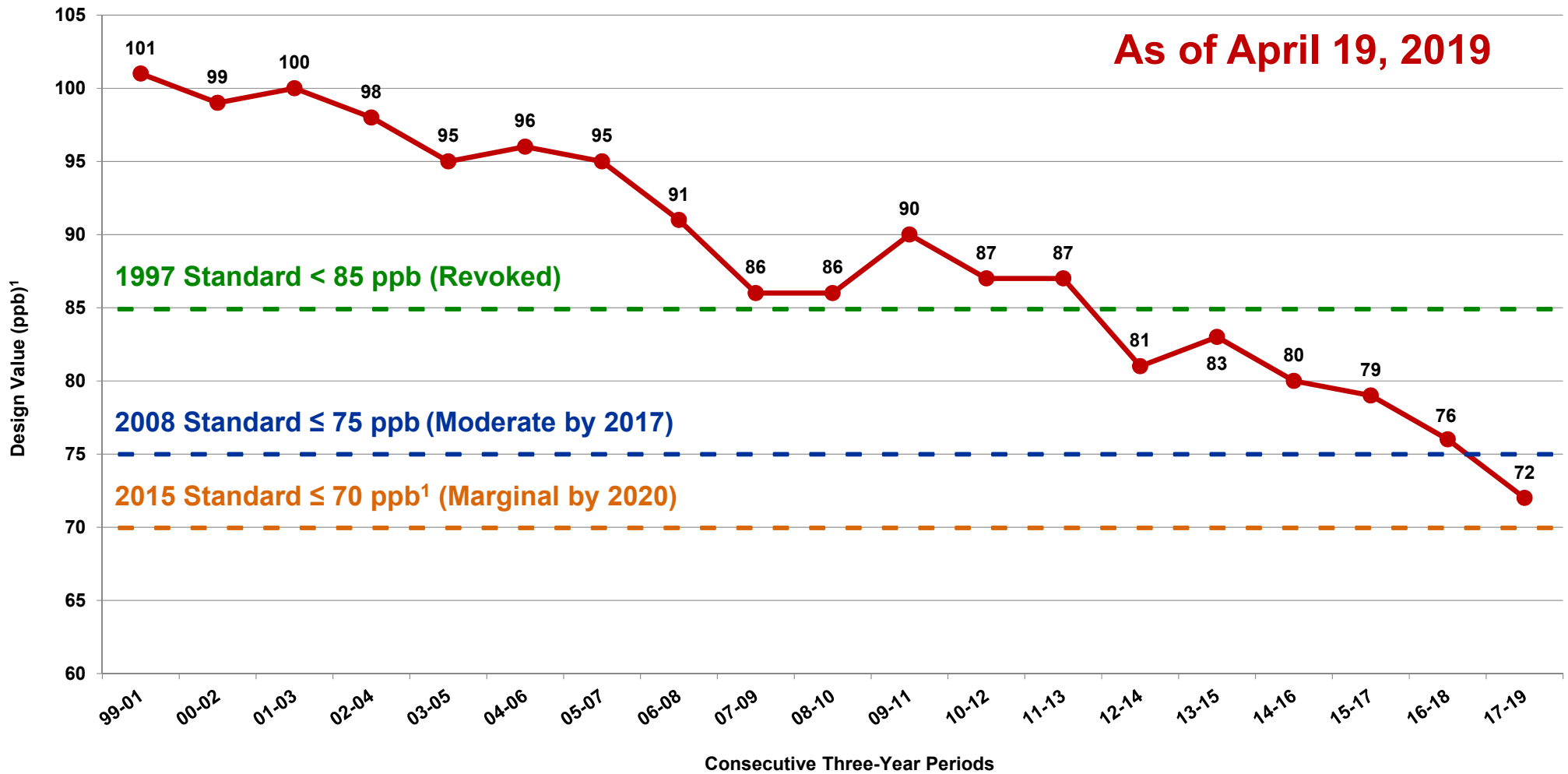


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
 ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of April 19, 2019



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

For More Information

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North Central Texas Council Of Governments

April 12, 2019

Ms. Kathy Singleton
Dallas-Fort Worth State Implementation Project Manager, Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087, MC 165
Austin, TX 78711-3087

Re: Appendix H: Local Initiatives Submitted by the North Central Texas Council of Governments

Dear Ms. Singleton:

In response to the Texas Commission on Environmental Quality's (TCEQ) request for local initiatives, the North Central Texas Council of Governments (NCTCOG) is submitting a summary of voluntary local transportation strategies in the Dallas-Fort Worth (DFW) area expected to be implemented by 2020. These include a variety of projects, programs, partnerships, and policies that provide air quality benefits to the on-road mobile source sector.

NCTCOG appreciates the opportunity to submit the local initiatives to the TCEQ for consideration in the development of the upcoming State Implementation Plan (SIP). We look forward to working with the TCEQ as the initiatives are evaluated. If you have any questions, or need further information, please contact me at 817-608-2342 or by email at jnarvaez@nctcog.org.

Sincerely,

Jenny Narvaez
Program Manager

JN:kw
Enclosure

Appendix H: Local Initiatives Submitted by the North Central Texas Council of Governments

The **North Central Texas Council of Governments (NCTCOG)** has an assortment of locally implemented strategies in the Dallas-Fort Worth (DFW) area including projects, programs, partnerships, and policies. These programs are expected to be implemented in the 10-county nonattainment area by 2020. Due to the continued progress of these measures, additional air quality benefits will be gained and will further reduce precursors to ground-level ozone formation. The following is a summary of each strategy:

- **Air Quality Public Education and Communication**

As policies, projects, and programs are implemented to fulfill obligations required under the variety of air quality mandates such as the Federal Clean Air Act, National Ambient Air Quality Standards, State Implementation Plan, etc., communication efforts are strategically created and implemented to educate and inform the region on current air quality levels, associated impacts, funding opportunities, and new programs and/or policies.

NCTCOG continues to promote air quality awareness throughout the North Texas region through campaigns such as **Air North Texas**. This campaign strives to create a unified message and brand related to air quality with regional partners. The campaign teaches local governments and the general public about health impacts of emissions and encourages the use of voluntary measures that help reduce emissions, including but not limited to, vehicle maintenance, combining errands, ridesharing, reducing idling and promoting existing NCTCOG emission reduction programs, like **TryParkingIt.com**, **Engine Off North Texas**, and **Regional Smoking Vehicle Program (RSVP)**.

To help guide direction, an Air North Texas coalition was created in 2007. Air pollution alerts and *Clean Air Corner*, a monthly blog with sustainable clean air tips, are sent to those participating in the campaign. The Air North Texas campaign website will offer information on air quality programs and facts, resources, and educational and advertising resources for partners. The campaign may also include participation in community events around North Texas, radio and television public service announcements, paid advertising, social media, resources for children, and an awareness day in June called Clean Air Action Day.

Clean Air Action Day encourages North Texans to implement clean air strategies. The goal is for residents to incorporate easy lifestyle changes into their daily lives or, at the very least, during ozone season. Air North Texas and its partners continue to educate the business community on how to reduce their impact on air quality through their practices and operations.

- **Bicycle/Pedestrian Projects**

Projects to create and/or enhance bicycle/pedestrian pathways, sidewalks, and on-street bikeways throughout the region; extending and completing the region's roadway and passenger rail transit network to link individuals to alternative methods of transportation other than driving a vehicle. By doing so, the automobile emissions that would otherwise be released from the automobile are removed completely. In the North Central Texas region, the Regional Veloweb and Community Paths are designed for use by bicyclists, pedestrians, and other non-motorized forms of active transportation. In addition to these, on-street bikeways also serve as another form of active transportation. In accounting for existing and future projects, NCTCOG has identified 1,883 miles of regional veloweb; 2,959 miles of community paths; and 2,113 miles of on-street bikeway projects serving the 10-county nonattainment area.

- **Clean Construction Demonstration Project**

NCTCOG has drafted a model Clean Construction Specification that can be used to establish emissions-based requirements for equipment in use on certain projects. The specification requires certain operational practices such as limits on idling, and stipulates that equipment meet specific emissions standards. This template language has been added to the NCTCOG **Public Works Construction Standards North Central Texas, Fifth Edition**, as Item 110, Air Quality Requirement for Equipment. These construction standards were approved by the NCTCOG Executive Board in October 2017 and are widely used by NCTCOG local governments as a starting point for local government construction contracts. NCTCOG will encourage local governments to integrate this language in new construction.

- **Dallas-Fort Worth Clean Cities**

Through the **Dallas-Fort Worth Clean Cities Coalition (DFWCC)**, NCTCOG provides outreach, education, training, and technical assistance about ways to improve efficiency of vehicle operations. The efficiencies include use of alternative fuel vehicles, idle reduction technologies, fuel economy strategies, and other operational efficiencies which can reduce fleet emissions, conserve fuel, and lower operating costs. Fleet operations is the primary focus of DFWCC activities, though some general consumer engagement is also integrated through the **Electric Vehicles North Texas (EVNT)** program. Activities include maintenance of a website at www.dfwcleancities.org, development of region-specific newsletter and outreach/educational materials, and integration of national resources from the Department of Energy and national lab partners; participation and presentations at community, environmental, and fleet-oriented events; DFWCC-hosted face-to-face meetings, webinars, workshops/events, and trainings; and customized or one-on-one technical assistance to fleets. Through this work, NCTCOG is facilitating transition to cleaner-burning fuels that produce fewer ozone-forming pollutants. An Annual Report to the Department of Energy documents the use of these fuels and other clean vehicle technologies throughout the DFW area. The emissions reductions achieved through this program are above and beyond those reflected in emissions inventories because current modeling estimates all vehicle emissions based on gasoline or diesel fuel types and does not reflect the reduced emissions achieved through use of idle reduction technologies, hybrid vehicles, or vehicles powered by natural gas, propane, electric fuel.

- **Clean Fleet Policy**

The **Regional Transportation Council (RTC)** approved a Clean Fleet Policy in December 2014 which sets guidelines for efficient fleet operations. The policy calls for emissions reductions, fuel conservation, partnership with NCTCOG and the Dallas-Fort Worth Clean Cities Coalition (DFWCC), and driver/operator education. Policy elements also include a requirement to adopt an idle reduction policy or standard operating procedure. As of July 2018, 68 entities have adopted the revised policy. NCTCOG will continue to promote adoption of the updated policy across the region, as well as continue to include the policy as either an eligibility criterion or evaluation measure in various funding programs.

- **Electric Vehicles North Texas**

Through the **Electric Vehicles North Texas (EVNT)** program, NCTCOG coordinates efforts to increase awareness and adoption of electric vehicles (EVs) and promote local government initiatives that facilitate EV adoption [e.g. supporting installation of electric vehicle supply equipment (EVSE)]. Stakeholders include a variety of interests, including utility companies, fleets, local businesses, EV manufacturers, infrastructure producers, and interest groups. Through the early work of this initiative, the DFW area was a target market for early deployment of EVSE and now has a robust infrastructure of over 300 public-access recharging facilities. Moreover, the Federal Highway Administration has designated every major interstate that passes through the DFW area as, including US 75, either EV-ready or EV-pending due to the amount of infrastructure already available. Over 8,000 EVs were registered in the DFW area as of March 2018, and the number of registered EVs is expected to continue to steadily climb. These vehicles achieve real-world emissions reductions as compared to the on-road emissions inventory because currently, all vehicles are

modeled as either gasoline or diesel, based upon Texas Department of Motor Vehicle registration data. This means that the current on-road emissions inventory does not reflect the market penetration of zero-emission vehicles. NCTCOG will continue to work toward increased adoption of EVs, including development of consumer awareness materials and outreach, fostering of partnerships and education with vehicle dealers, promotion of workplace charging, guidance on local government policies that can impact EV market penetration, and support for fleets' transition to EVs.

- **Congestion Management Process**

The **Congestion Management Process (CMP)** provides for the effective management of new and existing transportation facilities through development and implementation of operational and travel demand management strategies, and by providing information to decision makers on system performance and the effectiveness of implemented strategies. Although major capital investments are still needed to meet the growing travel demand, the CMP also develops lower cost strategies that complement capital investment recommendations. The result is more efficient and effective transportation systems, increased mobility, and a leveraging of resources.

- **Engine Off North Texas**

The **Engine Off North Texas Program** is designed to reduce emissions by reducing vehicle idling. Efforts focus on improving public awareness of idle-reduction technologies, regulatory options, and campaign strategies organizations can use to reduce idling from various vehicle types. As part of this program, NCTCOG educates local governments of the State Idling Rule (TAC 114.512). To date, 30 entities (4 counties and 26 municipalities) have adopted Locally Enforced Idling Restrictions and signed a memorandum of agreement with the **Texas Commission on Environmental Quality (TCEQ)** to enforce this rule at the local level, covering over 50 percent of the region (by population). NCTCOG will continue to promote adoption, education, and enforcement of idling restrictions throughout the region, along with broader idle-reduction strategies.

- **Freeway and Arterial Bottleneck Removal**

Bottleneck removal strategies are low cost, quickly implementable solutions to improve locations of isolated congestion. These types of strategies include adding travel lanes, restriping merging or diverging areas, reducing lane or shoulder widths to add a travel and/or auxiliary lane, providing bypass routes, modifying weave patterns, metering or closing entrance ramps, improving traffic signal timing on arterials, and implementing high occupancy vehicle or managed lanes. Regional transportation providers coordinate with local governments in the identification and mitigation of bottlenecks. Corridor studies and sub-regional traffic management teams are forums to identify potential bottleneck locations and recommendations for improvements.

- **Grade Separation Projects**

Idling time that would otherwise be created by intersection blockage is eliminated by separating a road or railroad track from a crossroad. With this elimination of idling, grade separations increase the efficiency of traffic flow, thereby improving travel time and minimizing delay. Thus, vehicle emissions and fuel consumption are reduced. In accounting for existing and future projects, NCTCOG has identified 98 locations in the 10-county nonattainment area. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **High-Emitting Vehicle Program**

The **High-Emitting Vehicle Program (HEVP)** conducts regional programs to reduce emissions from on-road mobile sources. These initiatives focus on public awareness and enforcement of emissions standards. Identifying high-emitting vehicles and encouraging drivers to address emissions problems that may develop in the period between annual emissions inspections helps the highest polluting vehicles be repaired or replaced sooner. The following list outlines specific programs/projects under the HEVP umbrella program:

- *North Texas Car Care Clinics*

To aid motorists in understanding the basics of how to care for a car, in 2013, NCTCOG began partnering with automotive repair shops throughout the North Central Texas region to host free **Car Care Clinics**. NCTCOG is particularly focused on working with repair facilities to help address check engine light issues and assist motorists in identifying the cause. Vehicles with check engine lights illuminated have malfunctioning emissions control systems, so targeting these vehicles for diagnosis and repair leads to greater air quality benefits for the region. As part of this effort, NCTCOG developed marketing and outreach materials for participating facilities and promoted the clinics through various outreach events and publications.

- *Regional Emissions Enforcement Program*

The **Regional Emissions Enforcement Program (REEP)** was developed to help identify and remove high-emitting vehicles from roadways with counterfeit, expired, fictitious, fraudulent, improper state emissions inspections. REEP takes a four-pronged approach including: conducting covert operations on state vehicle emissions inspection stations to identify and prosecute inspectors performing improper inspections, finding and prosecuting dealers and manufacturers of fictitious or counterfeit vehicle inspection reports, investigating and pursuing civil litigation against car dealers selling improperly inspected vehicles, and on-road emissions enforcement of vehicles traveling in our region. Also, as part of this collaborative effort, NCTCOG developed the **NCTCOG Emissions Database (NED)** in coordination with the Texas Commission on Environmental Quality (TCEQ) and the Texas DPS to allow law enforcement 24/7 access to emissions inspection data to aid in the enforcement of the State I/M Program. This program has been highly utilized and has become a valuable tool to law enforcement in their efforts to build a case against stations performing illegal activity related to vehicles emissions testing. REEP training will be enhanced to include other enforcement-related projects including truck lane restrictions, smoking vehicles and idling restrictions.

- *Regional Smoking Vehicle Program*

The North Central Texas **Regional Smoking Vehicle Program (RSVP)** is designed to encourage North Texans to voluntarily maintain and repair their vehicles and to promote public awareness regarding the harmful emissions and air pollution caused by smoking vehicles. By utilizing the existing **AirCheckTexas Drive a Clean Machine Program** infrastructure, the incorporation of RSVP encourages greater participation by providing local solutions to vehicle owners. Vehicles reported through this program are also logged in NED for law enforcement to cross-check when citing motorists for an emissions related offense.

- **High Occupancy Vehicle/Managed Lanes**

High occupancy vehicle (HOV) projects promote carpooling; thereby, removing single occupancy vehicles and associated emissions released from the vehicle tailpipe. The increase in flow of HOV lanes offers incentive for drivers to carpool. Accounting existing and future projects, NCTCOG has identified 600 total lane miles of either HOV or managed lane projects in the 10-county nonattainment area. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **Intelligent Transportation System**

The **Intelligent Transportation System (ITS)** improves traffic speeds and reduces idling time through advanced traffic control systems and more efficient incident and corridor management. ITS also combines the strengths of regional transportation planning models and traffic simulation models with overall transportation management strategies. Examples of ITS projects include transportation management centers, dynamic message signs, vehicle detectors, integration of systems, and closed-circuit television cameras. According to the Fort Worth Regional and Dallas Area Wide ITS Plans, transportation system capacity significantly increases by implementing these types of transportation management strategies, thereby enhancing the overall efficiency of the entire transportation system. In addition, benefits include fuel savings and air pollution reduction, safer streets and highways, and reductions in maintenance costs. Together with transit agencies, local governments, TxDOT, etc., the DFW metropolitan area is currently involved in the planning, programming, and implementation of ITS programs and projects. Using the National ITS Architecture as a model, the region has and continues to define a Regional ITS Architecture to guide future deployment and to build consensus for multi-agency systems integration. NCTCOG has identified 70 percent (Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties) and 90 percent (Collin, Dallas, Denton, and Tarrant counties) of ITS coverage within the region.

- **Intersection Improvement Projects**

Improvements to intersections including left and/or right turn lanes decrease the amount of time automobiles are left idling at intersections. This decrease in idling reduces fuel consumption and vehicle emissions. Accounting for existing and future projects, NCTCOG has identified 1,351 locations in the 10-county nonattainment area.

- **Park-and-Ride Projects**

Park-and-Ride facilities promote carpooling and vanpooling. With each occupied parking space at these locations, it can be assumed that the otherwise additional “running” emissions from each parked vehicle are eliminated. Park-and-Ride lots that also serve as transit stations are not accounted for in this category as it is assumed most of these park and ride lots contain transit riders, which are then captured in Rail Transit Projects. NCTCOG has identified 29,575 parking spaces contained in Park-and-Ride projects that are complete and open to the public. Park-and-Ride facilities that are part of existing transit stations are included in the DFW regional travel model, so benefits from these projects are already accounted for in the on-road mobile source emission inventories.

- **Public Transportation Projects**

Public transportation projects involve implementation of new or expanded transit services or facilities. The improvements may be accomplished for all types of transit such as rail, fixed route, paratransit, and demand response service. The three main components of improved transit are: system/service expansion projects, system/service operational improvements, and inducements. By improving regional transit systems, an increase in opportunity is created for new passengers, as well as an increase in air quality benefits. As a backbone of the public transportation system, transit projects reduce the number of cars on the roads, relieve congestion for people who drive, and improve air quality for all. Rail transit projects involve implementation of new or expanded rail services or facilities.

A few rail transit projects have been recently completed or under development, include Dallas Area Rapid Transit's Blue Line south extension and Cotton Belt, and Trinity Metro's TEXRail. In accounting for existing and future rail transit projects, NCTCOG has identified over 400 miles of rail projects in the 10-county nonattainment area. By improving regional transit systems, an increase in opportunity is created for new passengers, as well as an increase in air quality benefits. Since these projects are included in the DFW regional travel model, benefits from these projects are already accounted for in the on-road mobile source emission inventories. Additionally, 15 public transportation providers operate service within the 10-county nonattainment area providing over 70 million passenger trips in 2018.

- **Saving Money and Reducing Truck Emissions**

The **Saving Money and Reducing Truck Emissions (SMARTE)** Program aims to improve industry awareness of freight traffic effects on air quality, promote the use of SmartWay®-verified technologies, and encourage industry-specific best practices in the freight industry. The initiative includes focus on idle reduction, emission reduction, and fuel saving strategies in the heavy-duty trucking industry. The SMARTE Program representatives educate drivers and fleet managers through public interaction and engagement in the field to ensure a large audience is reached, with an emphasis on small fleets and owner-operators who typically lack staff needed to identify fuel-efficient and cost-saving techniques on their own. SMARTE representatives provide informational materials on a variety of NCTCOG initiatives suitable for the trucking industry, including DFWCC, the Clean Fleet Policy, the Environmental Protection Agency (EPA) SmartWay Transport Partnership and SmartWay-verified technologies, and information on relevant funding opportunities to provide financial assistance with obtaining capital-intensive items.

- **SmartWay Transport Partnership**

The EPA **SmartWay Transport Partnership (SmartWay)**, established in 2004, is a voluntary, public-private partnership with the ground freight industry designed to reduce emissions, reduce fuel consumption, and increase energy efficiency among the freight transportation sector. NCTCOG joined the SmartWay Transport Partnership as an Affiliate in 2006. In this role, NCTCOG has committed to outreach and education efforts related to the program in the DFW area. In addition, NCTCOG will pursue opportunities to implement projects that increase use of verified SmartWay technologies, including idle reduction and fuel saving activities. In 2009, NCTCOG received EPA **National Clean Diesel Funding Assistance Program** grant funds under the American Recovery and Reinvestment Act for a SmartWay Technology Upgrade Project. NCTCOG subgranted approximately \$1.4 million to six sector companies to purchase and install SmartWay technologies on Class 8 HDDVs, including APUs for 73 trucks, low rolling resistance tires for 77 tractors and 69 trailers, trailer side skirts for 185 trailers, and cetane enhancers for at least 100 trucks. NCTCOG will continue to pursue implementation of projects which address the goals of the SmartWay Transport Partnership.

- **Solar**

Increased adoption of solar technologies, at both the rooftop and industrial scale, is a critical step towards reducing harmful emissions resulting from electric generating units (EGU). For North Central Texas in particular, solar is the key to avoiding increases in EGU emissions in the face of a growing population. NCTCOG has participated in several projects to increase solar deployment across Texas, including **Solar Ready II** (in partnership with the National Association of Regional Councils, the Mid-America Regional Council, Meister Consultants Group, Inc., and Council of State Governments), a contract awarded by the State Energy Conservation Office, and a technical assistance award as a SolSmart Advisor. Through these projects, NCTCOG has conducted outreach to local governments about solar Best Management Practices (BMP), developed template regional materials related to permitting and zoning ordinances, and hosted trainings for first responders, inspectors, permitting officials, and other staff to increase local governments' comfort with solar technology. Ultimately, the goal is to streamline local regulatory processes, increasing the magnitude and rate of solar installations. As of March 2018, NCTCOG had assisted six municipalities in

the DFW area in receiving SolSmart designation. This designation indicates that the cities have updated local policies and processes in a way that results in a more solar-friendly regulatory environment. NCTCOG developed and maintains extensive resources, including cost-benefit analysis tools for a variety of solar applications and template documents for local governments, online at www.GoSolarTexas.org. Stakeholders engaged in these initiatives have conducted region-specific research and estimated that total installed solar capacity in the 10-county DFW ozone nonattainment area was approximately 43,626 kW as of early 2016. As installed solar capacity continues to increase, additional emissions reductions will be gained through reduced demand on conventional EGUs.

- **Sustainable Development**

The promotion of livable communities supporting sustainability and economic vitality has become the objective of the North Central Texas region because of the interconnections between land use, transportation, economy, environmental quality, and livability. Sustainable development is utilized as a tool to help meet the coordination between land use, transportation, and improvement of air quality. Numerous studies have shown a reduction in vehicle miles traveled (VMT) due to higher density, mixed use, infill, or transit-oriented development (TOD) connected by alternative modes of transportation and pedestrian improvements due to the reduction in need for automobile usage to access various uses. As a result, transportation strategies and projects must be responsive to regional trends in economic expansion, population growth, development, quality of life, public health, and the environment in order to provide mobility and prevent the continued decline of the region's air quality status. The RTC has adopted a variety of strategies and policies to ensure the development of transportation plans, programs, and projects which promote air quality improvements through sustainable development. These strategies are designed to (1) respond to local initiatives for town centers, mixed-use growth centers, transit-oriented developments, infill/brownfield developments and pedestrian-oriented projects; (2) complement rail investments with coordinated investments in park and ride, and bicycle and pedestrian facilities, and (3) reduce the growth in VMT per person. The shift toward alternative modes of transportation and lower VMT will lead to reduced transportation-related emissions and improved public health and quality of life.

NCTCOG's **Sustainable Development Funding Program** was created by the RTC to encourage public/private partnerships positively addressing existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address escalating air quality, congestion, and quality of life issues. Four Calls for Projects were conducted in 2001, 2005-2006, 2009-2010, and 2017 and \$241 million was programmed by the RTC, which includes \$178 million of direct funds plus matching funds of \$63 million from local governments to 106 projects. The funded sustainable development projects include infrastructure, landbanking, and planning projects. NCTCOG staff worked with local governments and Independent School Districts (ISD) to promote efficient school siting and multimodal transportation connections around school locations. NCTCOG staff provided technical assistance to the City of Arlington, Little Elm, Kennedale, Fort Worth, Dallas, and Denton and funded sidewalks connecting to school locations in many locations. Staff will continue to coordinate and fund school siting and transportation projects in partnership with other local governments and ISDs in the region. Staff provided technical assistance to local governments related to corridor planning projects. Technical assistance was provided for a preliminary review of existing land uses, bike and pedestrian facilities, and a traffic flow analysis for the SH 183 corridor. Staff will continue to provide technical assistance to local governments on other land use-transportation projects in the region.

- **Technology Improvements**

NCTCOG continues to offer programs providing financial assistance for projects that reduce emissions from on-road vehicles and non-road equipment. Most funding is directed toward early replacement of older fleet vehicles and equipment, but some funding has also been used to implement idle reduction infrastructure projects to reduce emissions from heavy-duty diesel vehicles at truck stops and trucking terminals. The primary source of this funding for the next few years is expected to be **National Clean Diesel Funding Assistance Program** grant awards; as of March 2019, NCTCOG is overseeing implementation of subaward projects funded under the 2018 Clean Fleets North Texas Call for Projects and is preparing to administer Calls for Projects to subaward funds received under several additional contracts. NCTCOG will continue to seek opportunities to provide financial assistance for projects that achieve NO_x emissions reductions.

- **Traffic Signal Improvements**

The DFW Metropolitan Area is involved in the planning, programming, and implementation of traffic signal improvement programs and projects. Arterial congestion accounts for 35 percent of the total congestion in the region, in turn adding emissions due to inefficient traffic patterns and unnecessary idling. Traffic signal improvements such as signal retiming and signal coordination can enhance traffic flow and help decrease vehicular emissions. Emphasis of the traffic signal improvement program in the North Central Texas region is placed upon major arterial corridors, where synchronizing a succession of traffic signals to operate as a continuous system has a great impact on a large volume of traffic. These improvements result in a more consistent travel speed and reduced delay, which decreases vehicular emissions due to minimizing frequent starts, stops, and unnecessary idling. Inventorying existing and future projects, NCTCOG has identified, through the Regional Traffic Signal Retiming Program, 1,118 locations with the potential for traffic signal retiming in the 10-county nonattainment area. Additionally, NCTCOG will pursue funding sources and opportunities for other signal improvements.

- **Transportation Safety Program**

The **Transportation Safety Program** focuses on improving traffic safety throughout the region by supporting planning efforts to develop safety policies, programs, and projects. NCTCOG offers a **Traffic Incident Management Training Program** for emergency responders that helps to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. As a complement to the Traffic Incident Management Training course, NCTCOG also offers Photogrammetry Training that assists with faster roadway clearance during a crash investigation. The **Regional Mobility Assistance Patrol Program** operates on congested corridors to improve roadway safety and simultaneously reduces non-recurrent congestion due to crashes.

- **Truck Lane Restriction Program**

A pilot study to improve operational efficiency and highway safety was conducted to study the effects of restricting trucks with three or more axles from using the left lane on controlled access, state-system facilities with three or more lanes in each direction. Truck lane restrictions were implemented on segments of IH 20 and IH 30 in the DFW region from August 2005 through January 2006. Results showed truck lane restrictions effectively controlled trucks from using the left lane, slightly reduced truck speeds, increased safety by reducing truck versus car conflicts, thus reducing ozone precursor emissions.

In 2012, TxDOT requested all eligible corridors without truck lane restrictions within the state have the restrictions implemented where appropriate and feasible. Within the region, this included additional sections of IH 20, IH 30, IH 45, IH 820, as well as new corridors, including portions of IH 35E, IH 35W, IH 635, US Highway 75, US Highway 175, SH 114, SH 121, SH 360, and Loop 12. Once the full implementation of these additional corridors is complete, there will be a total of 513 miles of truck lane restrictions within the region. While the number of remaining eligible corridors is small, additional restrictions will be implemented along these corridors in the future.

- **Vanpool Projects**

Vanpool projects include a group of 6 to 15 commuters who travel to and from the same area, have similar work hours, share the costs of operating the van, and usually meet at a centralized location such as a Park-and-Ride lot. By consolidating travelers into one vehicle, these projects reduce air pollution, reduce traffic congestion, and help conserve fuel. The **Regional Vanpool Program** is operated by the Dallas Area Rapid Transit (DART), the Denton County Transportation Authority, and Trinity Metro and includes a total of 286 vanpools serving the 10-county nonattainment area.

- **Automated Vehicles and Related Technologies**

Through its automated vehicle (AV) programs, NCTCOG is exploring and advancing vehicle technology solutions that may reduce emissions. Many AVs are being developed on an electric vehicle platform, which will have air quality benefits. Many developers are working to advance a shared vehicle use model under which fleets of AVs operating many hours each day serve a substantial portion of a city's mobility needs. This has the potential to reduce the number of vehicles required for surface mobility and could have associated environmental benefits such as reducing the amount of land and built structures to provide parking and other services to privately owned vehicles. In a related development, AVs are likely to roll out in new vehicle types that are smaller and lighter than today's vehicles. This has potential air quality and other environmental benefits. AVs in the freight sector have the potential for improving emissions by substituting relatively small electric-powered freight delivery robots for the full-sized delivery trucks used today. The data generated by AVs will be a highly useful source of information for highway operators to use to optimize highway operations, generating air quality and other benefits. As part of its AV program, NCTCOG has worked with local cities to (1) make their traffic signal data accessible to the developer community to power connected vehicle applications that optimize traffic flow and (2) utilize roadway incident reports and traffic speed data accessible through the **Waze Connected Citizens Program** to optimize traffic signal timing, provide improved information to travel navigation services to steer vehicles around road closures, and more efficiently target pothole repair, and the like.

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – January 2019

How much HOV 2+ Subsidy has the RTC been responsible for?

\$3,498,103 as of January 2019

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 7,277 from October 2014 – January 2019

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – January 2019

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> SH 183/121 from IH 35W to SH 121 IH 35W from IH 30 to US 287 	\$1,420,726	Negligible	0
LBJ Express <ul style="list-style-type: none"> IH 635 from Preston Road to Greenville Avenue IH 35E from Loop 12 to IH 635 	\$2,077,377	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Updated FAST Act Equity Percentage Share as of March 2019				30.64%	69.36%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,076.54	\$2,436.60
Cumulative Percentage Shares	30.64%	69.36%
RTC Approved Target Shares	32%	68%



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
is pleased to invite you to a

Safe Routes to School Regional Training

Wednesday, May 1
9:00 AM - 2:30 PM

Walnut Hill Recreation Center
10011 Midway Road
Dallas, TX 75229

Join community leaders, transportation professionals, planners, and school officials for this exciting training opportunity.

Communities around the country are using Safe Routes to School (SRTS) programs to make it safer and more appealing for children to walk and bicycle to school. SRTS programs grow from community concerns about safety, health and traffic. SRTS is a proven way to get kids healthier and make communities safer and stronger.

This course provides participants with the knowledge and skills to develop sound SRTS programs based on community needs and conditions, and best practices.

Instructors

Diane Lambert, MPH, Senior Planner, Toole Design
Diane is recognized as one of the nation's foremost experts in school travel and SRTS. For over 10 years, Diane served as Lead Consultant with the National Center for SRTS, providing guidance and resources to state programs.

Sean Corcoran, P.E., Senior Engineer, Toole Design
Sean leads the Toole Design team working on-site with the City of Austin's Active Transportation and Street Design Division on the design, planning, and implementation of multimodal projects.

Register at:

www.nctcog.org/srts-training

\$15 for lunch (free if you bring your own)

For questions, please contact Kathryn Rush
at krush@nctcog.org or 817-704-5601

Registrations accepted through April 29

Overview of course agenda

- Why SRTS matters: safety, health, and transportation issues
- Gathering information
- Engineering strategies
- Walk audit field exercise of school campus and surrounding area
- Developing a SRTS action plan
- Strategize ways to prioritize schools and projects in your community or ISD
- How to make SRTS happen

MINUTES**Regional Transportation Council
PUBLIC MEETING*****2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and
Operations Programs******RTC's Assessment Policy Project Funding******Start of 2019 Ozone Season******AirCheckTexas Program Update*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, March 11, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by 17 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization (MPO), and amended on November 8, 2018. Staff presented information about:

1. 2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operations Programs – presented by Cody Derrick
2. RTC's Assessment Policy Project Funding – presented by Evan Newton
3. Start of 2019 Ozone Season – presented by Jenny Narvaez
4. AirCheckTexas Program Update – presented by Darshan Patel

The NCTCOG public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations***2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operation
Funding Programs presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/CMAQ-STBG-Fund.pdf>

Handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Handout-Regional-AQ.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017, 2018 and 2019.

Both the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) usually consider extending existing and funding new air quality and management and operations projects every few years. The last review occurred in 2014 and 2015, and projects were funded through Fiscal Year (FY) 2018. If carryover funds were insufficient, projects were extended into FY 2019 through the Transportation Improvement Program (TIP).

The Regional/Air Quality and Management and Operations Programs ensure programs and projects continue without interruption into FY 2020-2022, enable staff to respond to certain planning and implementation assistance requests, assign resources for RTC priorities and improve air quality initiatives.

Staff is proposing to allocate more than \$66 million in various funding sources to vanpool programs, clean air programs, traffic signal retiming, mobility assistance patrol, transit operations, data collection, aviation and freeway incident management, among others. A portion of the requested funding will be used by NCTCOG staff to implement regional projects and programs, and the balance will be passed through to other agencies in the region.

All details will be finalized before the RTC takes action on the Regional/Air Quality and Management and Operations Programs in April 2019.

RTC's Assessment Policy Project Funding presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Assessment-Policy.pdf>

Handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Handout-RTC-Assessment-Policy.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017, 2018 and 2019.

The purpose of the Assessment Policy Program is to assess the increased value of transportation improvements to adjacent property so the Regional Transportation Council (RTC) is repaid as development occurs in project areas.

Staff is proposing to allocate more than \$34 million in RTC funding for the City of Anna's Ferguson Parkway, Fort Worth's Butler Housing, the Dallas central business district and several roadways in the TxDOT Fort Worth District. Details will be finalized before the RTC takes action on the Assessment Policy Program in April 2019.

Start of 2019 Ozone Season presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Ozone.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone"

and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status has been reclassified as serious. It must achieve attainment by July 20, 2021. The nonattainment deadline for the 2015 standard is August 3, 2021.

Everyone in the region can help improve air quality by working from home, using mass transit, avoiding unnecessary trips, carpooling, etc. More information on air quality and ozone alerts is available at <https://www.airnorthtexas.org>.

AirCheckTexas Program Update presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/ACT.pdf>

The AirCheckTexas Program was established in 2002 and assists low- and middle-income residents in nine participating counties in repairing or replacing vehicles that either fail inspection or are at least 10 years old.

The program is funded by the \$6 fee collected through vehicle registrations. Since its inception, more than 35,000 vehicles have been repaired and more than 36,000 have been replaced. AirCheckTexas has provided approximately \$121 million in financial assistance.

Governor Greg Abbott vetoed Fiscal Year 2018-2019 funding for the program during the 85th Legislative Session in 2017. Operations have been maintained from a carryover of previous appropriations from the 84th Legislative Session, but the carryover expires at the end of FY 2019. Therefore, April 8, 2019 is the last day AirCheckTexas applications will be accepted, and the program will officially end on June 28, 2019.

Efforts are currently underway to reinstate previously collected funds, and residents can contact their local legislature to support House Bill 2253 and Senate Bill 1070.

ORAL COMMENTS RECEIVED AT MEETING

RTC's Assessment Policy Project Funding

Staron Faucher, AECOM

A. Bulter Housing Project

Question: What is the plan for Butler Housing?

Summary of response by Evan Newton: The projects included on slide 10 of the presentation are in very preliminary stages. Funding allocated to these initiatives is intended to help kick them off. We'll bring details back to the public for review and comment once they've been finalized.

Summary of response by Dan Lamers: Butler Housing and Oak Farms are historic areas. Both of them need to be connected to their surrounding neighborhoods in a safe manner, allowing for both accessibility and economic development.

Question: Has Butler Housing been torn down?

Summary of response by Dan Lamers: City of Fort Worth will be closing down Butler Housing and relocating residents, but I believe there is a historic African American school that will remain. A large portion of the allocated funding will be used to evaluate land use, roadway connections and bicycle and pedestrian components.

Start of 2019 Ozone Season

Warren Melton, Citizen

A. Modeling air quality benefits of trees

Question: How does the NCTCOG Transportation Department model the air quality benefits of trees?

Summary of response by Dan Lamers: Our Department does not model the air quality impacts of biogenic sources. The ozone Jenny mentioned in her presentation does not distinguish whether it came from a cow or a vehicle tailpipe.

Summary of response by Jenny Narvaez: We measure volatile organic compounds and nitrogen oxides that come from vehicles. The modeling you are referring to is conducted by the Texas Commission on Environmental Quality (TCEQ).

Summary of response by Brian Dell: I know TxDOT has what's called the Green Ribbon Program, and you should be able to contact them about this initiative.

B. Most effective air quality projects

Question: Which projects are most effective for air quality?

Summary of response by Jenny Narvaez: I would say on-road, heavy-duty vehicle replacement programs.

Other

Anthony Sosa, Citizen

A. Transportation projects today versus projects in the early 2000s

Question: What differentiates today's projects from those that occurred in the early 2000s?

Summary of response by Dan Lamers: In the early 2000s, transportation development focused on moving people to places in a safe and efficient manner. While this is certainly still a focus in today's world, we're also trying to provide transportation choices for people throughout their daily lives. We're seeing a much more sensitive approach to finding holistic solutions.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No comments received via website, email or social media.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Wednesday, February 20, through Tuesday, March 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Projects, including the 380 Bypass in McKinney, urban transportation planning best practices and construction updates were in the majority.

Air Quality

Twitter

1. Wish there was a giant #Smog filter outside that captures smog particles and makes them into something useful? Oh wait, there is: <http://ow.ly/BVEo50m6vli>

Reduce smog in #DFW by carpooling. Find a buddy at <http://ow.ly/EkFt50m6vlj> .
#MotivationMonday #AirNorthTexas @NCTCOGtrans – Green Dallas (@GreenDallas)



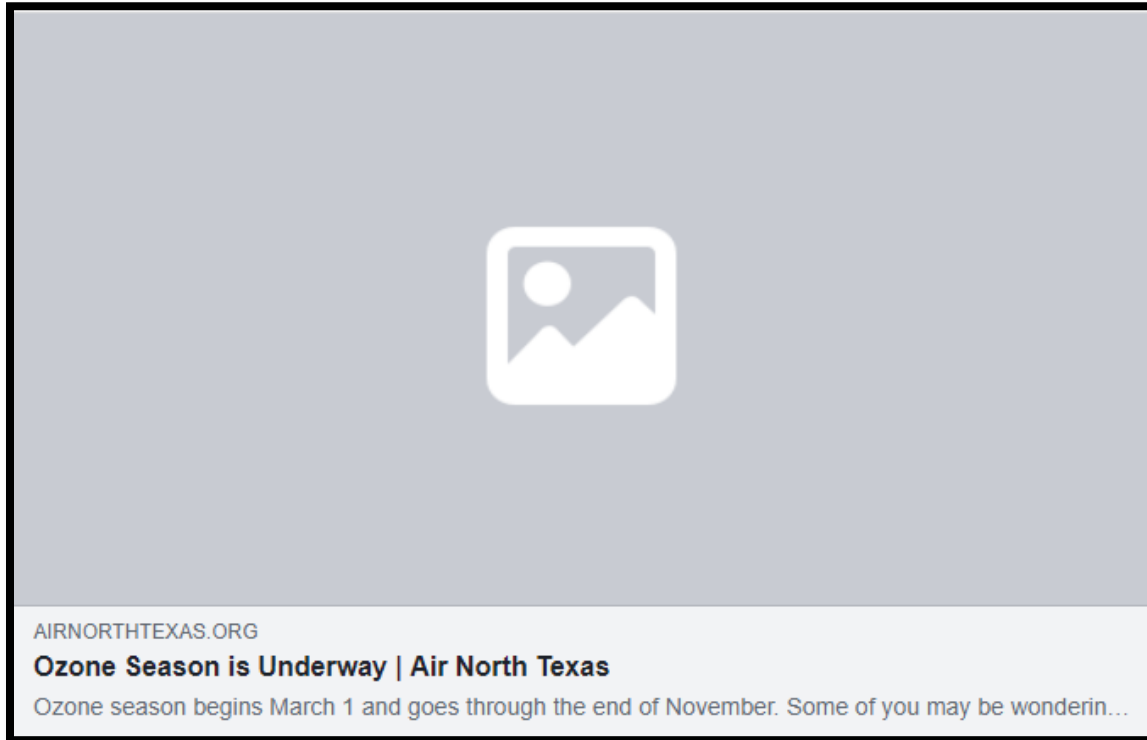
Daan Roosegaarde's Smog Free Tower opens in Rotterdam

The "largest smog vacuum cleaner in the world" created by Dutch designer Daan Roosegaarde has been installed in Rotterdam to help improve air

dezeen.com

Facebook

1. Ozone Season is Underway according to NCTCOG Transportation Department. Click the link below to learn more and sign up for air pollution alerts. #SustainableDenton #AriNorthTexas – City of Denton Sustainability



2. Air Action day is just around the corner and we hope you will be joining us in working towards cleaner habits that allow us all to easier. #DriveCleanTexas NCTCOG Transportation Department – City of Denton Sustainability



3. Check out this adorable armadillo Arlo that Air North Texas uses to provide a current read on the air quality index here in Dallas. (today's air quality index is green which means it's GOOD and safe for everyone!)

Read up at www.airnorthtexas.org

Thanks NCTCOG Transportation Department – James Kidd



Thanks for sharing, James! 😊 – NCTCOG Transportation Department

Alternative Fuels

Twitter

1. Fleet leaders and managers, register for this free webinar TODAY on transitioning fleets to alternative fuels and vehicles. Thursday, 2/21 at 3-4pm EST <https://bit.ly/2DZV3RM>

@earthxorg @NCTCOGtrans – Empire Clean Cities (@EMPIRECLEAN)

Empire Clean Cities @EMPIRECLEAN
Attention fleets: Register today for a webinar tomorrow, Thursday, February 21 on Benefits of Transitioning Fleets to More Efficient Solutions, 3-4pm EST. Experienced fleet managers will discuss their decisions to shift to alterna...

Bicycle & Pedestrian

Twitter

1. Closing out this lovely day with our Sunday Funday post!! Check out what is happening this week!!

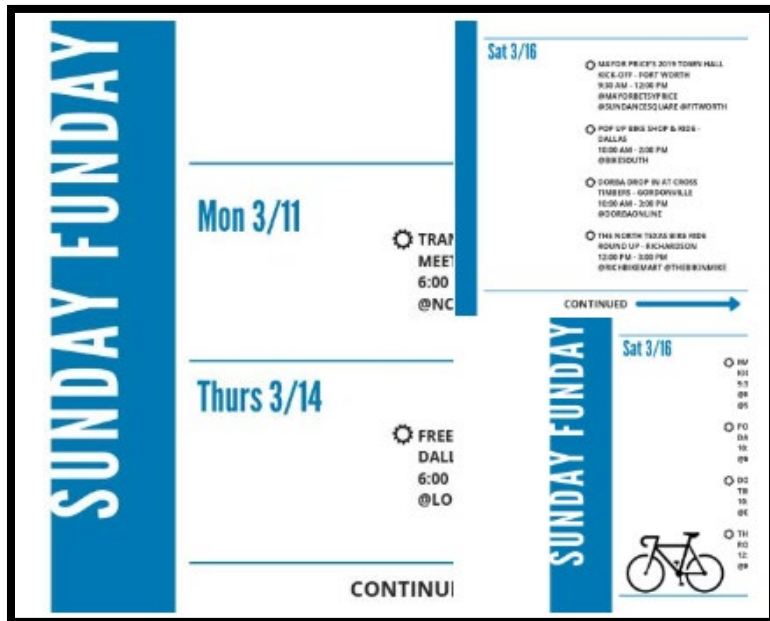
@NCTCOGtrans

@localhubbicycle

@MayorBetsyPrice

@dorbaonline

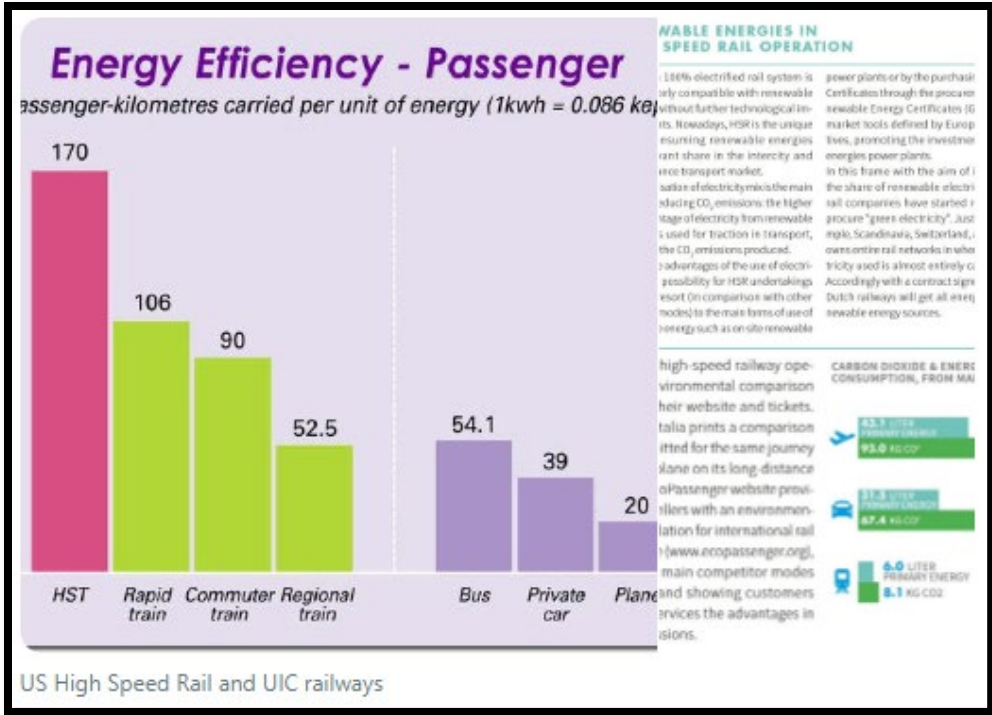
@RichBikeMart – BikeDFW (@BikeDFW)



High-speed Rail

Twitter

1. We agree it's time to #ActOnClimate and #HighSpeedRail is a solution as the most energy-efficient mode of long-distance #transportation! 🚄 #infrastructure #BuildHSR @TexasCentral #Texas #Dallas @NCTCOGtrans #rail #mobility #sustainability #climatechange #climateaction – US High Speed Rail (@USHSR)



2. It's time to #ActOnClimate w/ #HighSpeedRail! 🚄 #BuildHSR #sustainability #mobility #Texas @TexasCentral @NCTCOGtrans – US High Speed Rail (@USHSR)



Facebook

1. The Green New Deal published back on February 7 supports the \$2 trillion infrastructure investment called for by the American Society of Civil Engineers, plus a National High Speed Rail (HSR) Network that is required to provide the zero emission transportation alternative the Nation needs to reach the greenhouse gas emissions goal set by the IPCC.

This is tremendously exciting. Yes, I have had criticisms of the fact sheet put out by Rep. Ocasio-Cortez, but the focus of this diary is on the concrete, real, and achievable Green New Deal goal of building a National HSR Network – Political Revolution

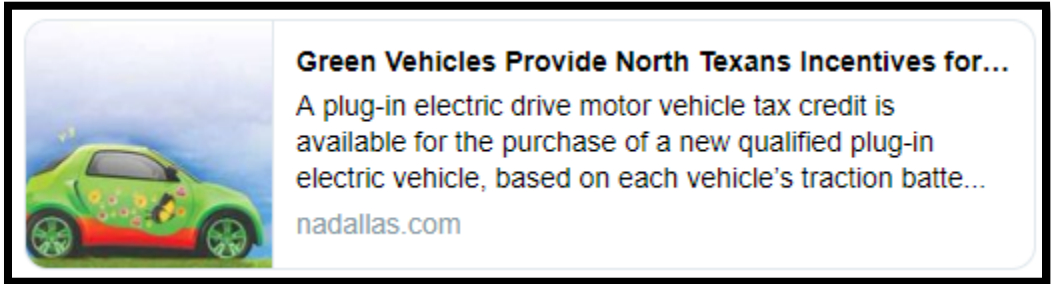


I saw that map in a dream recently NCTCOG Transportation Department Public Transportation Tarrant Transit Alliance – Jimmy Park

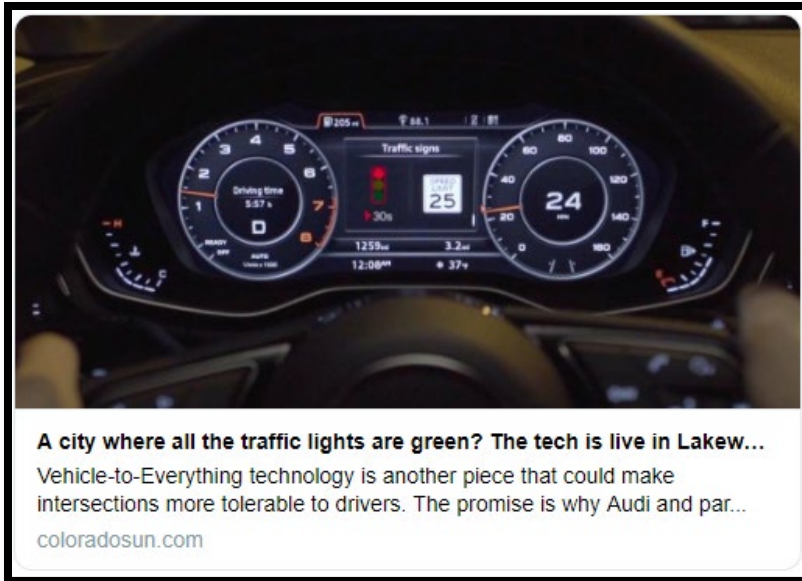
Innovative Vehicles & Technology

Twitter

1. Green Vehicles Provide North Texans Incentives for Purchase
https://www.nadallas.com/DAL/February-2019/Green-Vehicles-Provide-North-Texans-Incentives-for-Purchase/#.XG1k_X16s0E.twitter ... @NCTCOGtrans #greendriving #electriccar – Natural Awakenings (@NaturalDallas)



2. A city where all the traffic lights are green? The tech is live in Lakewood and coming soon to other Colorado cities <https://coloradosun.com/2019/02/26/audi-green-light-project-lakewood-colorado/> ... via @coloradosun @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



A city where all the traffic lights are green? The tech is live in Lakew...
Vehicle-to-Everything technology is another piece that could make intersections more tolerable to drivers. The promise is why Audi and par...
coloradosun.com

Project Planning

Email

1. **Trish Donaghey**

It seems unreasonable to those of us in Collin Co. to have virtually zero E-W access via 121 or 380 due to TXDOT construction occurring AT THE SAME TIME on BOTH highways!

Couldn't this construction have been coordinated better, like it usually is on N-S Hwy. 75?

Distressed at constant DAYTIME gridlock where only ONE LANE gets thru in both E and W directions on 380,

Trish

Collin Co. owner since 1979

Collin Co. resident since 1996

2. **Dian Sepanic**

Mayor Smith,

How can we protect our investment in our home and community?

What will you be doing to preserve our community? Will the 380 bypass option that runs near my home in Whitley Place be challenged by our civic representatives?

What can we do to help you preserve our neighborhood?

3. **Karen Thompson**

To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

Please find the attached letter with photos presenting the negative impact a bypass would have on our farm and ranch neighborhood and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 1)

4. Rebecca Easterwood

To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

When we moved to McKinney in 2010, we deliberately searched for a retirement property that was well away from both 75 and 380. Our ranch is 2.5 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. The red route would go right through my front pasture and not far from my living room. We harvest hay twice a year and in between it is where I graze my horses. I have no other pasture on my property in which I can harvest hay or graze my animals.

Please find the attached letter with photos presenting the negative impact a bypass would have on our ranch and farm community and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 2)

5. Ashley Limas

Hi All,

My name is Ashley Limas and I am a Collin County homeowner. My fiance and I just purchased a house in Collin County in September of 2018. We are planning on making this place our home for a long time. We are young millennials who have chosen this community to live in, Vote in, and contribute to. We both also grew up in Collin County, went to school here, had our first jobs here, and learned how to drive right on 380.

We have followed the growth of McKinney over several years as well as the growth of 380. My parents own a home in Tucker Hill and the Company that I work for owns a business along 380 in McKinney, Lone Star Food Stores Valero right at the corner of 75 and 380. Because of this, the proposed options affect me personally. I can not stand by and watch 178 businesses get displaced and 77 more get impacted by the green alignment option, and so I am reaching out to all of you. This number does not even include the new businesses recently built, or new construction going on right now along 380. If the green alignment is chosen both new and existing businesses will be impacted. I don't think people realize the massive negative impact this option will have.

I urge all of you to consider the positive impact of Red Option B. We believe Red Option B is the best option and best for McKinney as a whole because there will only be two businesses displaced by this route, instead of 178 or more! McKinney needs our commercial base to grow not to be destroyed. No route is perfect, people will be affected by all routes but TXDOT has stated repeatedly to us that they will chose one of these 3 routes. We are looking at the option that does the least damage while also relieving traffic from 380.

Alignment revisions – Coit Road to FM 1827				
Evaluation Category	No Build	Green Alignment	Red Alignment Option A	Red Alignment Option B
Number of Residential Property Impacts	0	18	43	41
Number of Residential Displacements	0	21	18	16
Number of Business Impacts	0	77	18	5
Number of Business Induced Displacements	0	11	1	0
Number of Business Direct Displacements	0	167	15	2
Number of Business Displacements	0	178	16	2
Future Development Impacts (acres)	0	33	156	214
Environmental, Watershed, and Park Land Impacts (acres)	0	94	224	219
Cost - includes construction, ROW, utility relocation	0	\$916M	\$748M	\$645M

Evaluation Category	No Build	Green Alignment	Red Alignment Option A	Red Alignment Option B
Enhances Regional Mobility				
Satisfies Travel Demand				
Enhances Safety				
Supports Future Regional Economic Growth				

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria



RED OPTION B IS BEST FOR THE FUTURE OF MCKINNEY!

	Green	Red B ✓	Red A
Residential Impacts	18	41	43
Residential Displacements	21	16	18
Business Impacts	77	2	15
Business Displacements	178	2	16
COST	916M	645M	748M

6. Monte Self

All,

Being a 5th generation Collin County/McKinney resident and part of a large voting block & tax base including not only Tucker Hill, Stonebridge, and others in Collin County. I'm asking each of you to consider the growth of our area for the future and not just for now. Please don't make the same mistakes that past Collin County & City Government Officials have made causing this current dilemma! It is time to stand up and support McKinney businesses and citizen interest.

If the Green Alignment is chosen, 178 businesses will be displaced, this # does not include the new businesses recently built, as well as new construction going on currently along 380, and future construction. 77 businesses will be impacted, which

means they will be unable to stay in business due to the loss of parking and construction blockage that will take years to complete. Also, this will change the attitude of traffic, causing shoppers to go outside of McKinney to do their purchasing, leading to lost profits and the ability to remain open. Which will lead to loss of tax revenue and the need to increase citizen taxes.

In my opinion, the green alignment is like trying to fix a leak in a water line and not patching the hole with hopes that the repair has been completed. We need more than one East /West roadway. Leave 380 alone as a Business Route, since most cities have a Business Route, and add the Red Option B bypass LAR to alleviate congestion. Also, the arterial improvements will help reduce traffic moving to 380 and giving other routes to Hwy 75.

We believe Red Option B is the best option to cause the least destruction of McKinney and not cause it's citizens & visitors to shop & eat in other surrounding towns to avoid the construction mess for years. As you know, when businesses leave, they very seldom return to same area. Also, citizens and businesses along 380 for 2 or more blocks North & South will have to move and probably move to other towns. Red Option B Bypass is the least expensive route, least destructive, estimated to displace fewer businesses and citizens. No route is perfect but I feel this is the best choice for McKinney/Collin County as a whole.

7. Mary Hammack

Dear Mr. Bur,

As a member of the Prosper community, I write to you now to urge your support for Fixing 380 on 380. Running a Bypass (a freeway) north would be a disaster of huge proportions for the environment of the entire area.

- a) I have a huge objection to the negative impact of a Bypass upon water runoff. Contamination would be a problem during construction, and then permanently, once the roadway is in operation. I am very concerned about Wilson Creek and the East Fork of the Trinity River.
- b) Air pollution: With a Bypass, a corridor / path of air quality problems will develop and become another permanent condition through the entire area, affecting existing homes, and schools which are already planned to be built.
- c) Speed and safety: The straight line Green Option is already established. The proximity of a curved Red Option bypass near schools and established residential properties is a safety nightmare.

- d) Right of Way impact: There is minimal comparative impact on the Green alignment vs the significant Red Option ROW impact on adjoining residential properties.
- e) Development plans in place: The Red Options do not support existing comprehensive plans in Prosper and McKinney.
- f) Proximity of a Bypass to cemeteries: There are 3 cemeteries to be considered.
- g) Mane Gate: My concern for the continuing life of this wonderful place cannot be overstated. It is a blessing to many and a shining star in McKinney!

Please keep 380 ON 380.

8. Leslie Allcorn

As a long-time McKinney resident who lives and works on 380, I would appreciate my voice and opinion being heard.

Obviously, growth and change can be difficult to any community and McKinney is surely suffering growing pains both positive and negative.

I know that none of the proposed options is perfect for all involved but I STRONGLY support the Red Option B. It offers the fewest commercial displacements (which directly impacts my livelihood) and also offers an alternative to just one East/West thoroughfare through the central/north part of McKinney.

As a resident of Tucker Hill, any other option will negatively impact my home as well. Obviously, 380 will continue to be a busy and important highway that many will travel on. It is currently the one and only way for me to get to my lovely home. Please understand that it is imperative that an additional road is needed and that making 380 a Limited Access Highway would make it even more difficult for me to get in and out of my neighborhood and would eliminate my small business.

Please stand up for our community and our businesses. This is why we voted to elect you!

9. Eugene Powell

All,

East Prosper residents have all been duped by this sudden change in the plan and we would not have bought in this area had we known this was a possibility. A route through Prosper may provide a devastating blow to Prosper as a whole with an impact on the current buildout plans of more high end affluent properties, only to be replaced by more retail, industrial, and potentially high density properties. The land area of Prosper is very small in comparison to McKinney, the area of the original bypass plan, thus the economic impact will tend to be much greater – as studies have shown¹. Other studies have shown that when a bypass is built, that overall traffic may not actually be reduced and that the area zoning changes tend to be more in line with retail

and/or industrial, depending on supporting infrastructure². I've already noticed a flood of for sell signs going up in our neighborhood – I guess we will have to follow.

1. https://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1286&context=ktc_researchreports

2. <http://www.edrgroup.com/pdf/Urban-Freeway-Bypass-Case-Studies.pdf>

10. **Angela Nyberg**

Dear Mayor Fuller - we are so opposed to the 380 bypass! The city of McKinney needs to do the right thing and keep 380 on 380. Once other roads like Wilmeth, Bloomdale, Frontier Parkway and the outer loop are finished there will be no need for the 380 bypass. There is no need to spend the money and time to build an ugly road that will destroy the personal homesteads of so many.

Please take into consideration the personal property rights of families coupled with a sound use of Txdot's resources and time.

11. **Thomas Childers**

Hi,

I am writing today to urge you to please go with Option B when deciding how to move forward in changing US 380.

It truly makes no sense to disrupt so many existing businesses and neighborhoods by taking either of the other two options. I and most of my neighbors feel it would be a horrible situation for us if you don't choose option B. The cost for disruption for everyone in the area is far too great to take any other option.

12. **Terry Reishus**

Dear Mr Fuller,

We moved to McKinney two years ago after first moving to Texas and Prosper 4 years ago. We picked Timber Creek to build our retirement home because of the proximity to the downtown and the highways and seeing in the planning of the arterial roads on Wilmeth, Bloomdale and Cty Rd 1461. We were excited to see that there were sound plans to offer an east west alternative to 380 and allow for continued growth. We never thought we would now be faced with the possibility of a freeway right next to our development.

I urge you to take a lead as Prosper and Frisco have done and push to keep 380 on 380 for the following reasons.

- First and foremost the public, residential and business, show a majority prefer to keep 380 on 380.

- Second McKinney's 2040 plan that was just done last fall does not include a bypass.

- The Outer Loop which when built and probably open before any bypass alternative would be a true bypass and is more consistent with TXDOT's suggested 5 to 6 mile major highway proximity.

- If you do a bypass 380 is still going to need an upgrade costing millions.

I urge you, just as you campaigned on, to keep 380 on 380. Build the arterials and then fix 380 on 380 right. A straight line is still and always will be the shortest distance between two points.

13. Martina Gistato

Mayor Fuller,

I realize the counsel has yet to take a stand on the expansion of 380. As a resident of Tucker Hill, the City of McKinney and Collin County, I am concerned about what might be going into the decision making.

I have been and continue to be for Red Option B. The thought of all the businesses that are currently opening along the 380 corridor west of 75, as well as those already established, being displaced is something I can't wrap my head around.

I am for growth but not to the detriment of those who seek to provide goods and services to the developments they intend to provide services if their futures are in doubt.

The most sensible alternative is for a bypass to protect the already established communities and businesses along 380. Red Option B would cause the least damaging for businesses. The threatening and divisiveness attack by a group of Prosper residents does not take into account the livelihood of the many businesses along 380 versus the two that would be displaced by my preferred option. And what, in good conscience, is the continued permit granted for new businesses along 380 allowed if they will be faced with financial disaster in the near future.

It is time to take a stand! Past ignorance of foresight can no longer be an excuse. This won't be the last discussion of expanding roads as we grow. Let's get this right.

14. Jessica Contreras

Dear McKinney, Collin County, and TXDoT leaders,

I am writing to appeal to you to support the 380 Bypass (Red B) as proposed by TXDoT. I am a 9 year McKinney resident and have seen the traffic on 380 get much worse as the years have passed.

I support Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. I am a tax paying citizen and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

If the green alignment is chosen, 178 businesses will be displaced. This number does not include the new businesses recently built as well as new construction going on now along 380. 77 businesses will be impacted, which means they will not be able to stay in business, losing their parking. In addition construction will take years complete and those businesses left will suffer.

Thank you for your time. I hope you will consider the impact of your decision on the safety of McKinney residents and the very valuable businesses that exist along 380.

15. Aojing Lilly Lu

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

16. Jimmy Le

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just

opened. Please do the right thing for McKinney and Collin County and pass a resolution in support of a bypass, Red Option B.

17. Ruben Martinez

As a resident of McKinney, every one of my friends, family and co-workers that live here are in favor of fixing 380 ON 380.

We are united in saying NO to the Bypass!

We are all watching Mayor George Fuller very closely on this... and we won't forget what is decided either way.

18. Lisa Norton

I am a 22 year resident of McKinney. I have lived in three different homes and paid taxes this entire time. I bought my house in Pecan Ridge specifically so my son could attend McKinney North High School. As a teacher in the district, I could send him to any school, but as a single mom I wanted to be properly zoned if for any reason my employment changed. Now my equity and ability to sell this house may be severely impacted by a bypass that I was not advised of when I bought this house in a quiet neighborhood off Bloomdale road.

This is not an insignificant issue and it impacts many real people in an adverse way.

I hope you will take these concerns into serious consideration.

19. Iris Mostrom

To Whom It May Concern,

My name is Iris Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My husband and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."
- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.
- The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.
- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

20. **Paula Bodine**

To my elected officials,

I want to vehemently express my opposition to any bypass solution for addressing congestion on 380. I and a MAJORITY of TXDOT survey respondents expressed the opinion and desire that 380 be best fixed on 380.

Additionally,

**The Town of Prosper passed a resolution opposing any bypass within its town limits. As a Prosper resident of 8 years, I attended this council meeting in October 2018, and cheered its passing!!

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self, who appears to be self motivated by his home in Tucker Hill. It was not proposed or supported by the full Commissioners Court. Although TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager, Commissioner Susan Fletcher has gone on the record opposing the bypass.

**Many Prosper residents considered beautiful Tucker Hill home options, but they realized that the area was too close to 380, which would only get busier and improved! For those of us that PURPOSEFULLY purchased our homes away from a major thoroughfare, it is exceptionally frustrating that those impacted by the poor planning of Southern Land Co. are trying to foist on

us a major thoroughfare where none was originally planned, and is in opposition to the McKinney 2040 Mobility Strategy.

**The lack of transparency and the insufficient due process for Prosper citizens to organize and oppose Option B bypass is appalling. How did this solution, minimized by TXDOT officials just a few short months ago as "just a suggestion," become an official option!??

**The choice of Option B is so spur of the moment, there has been no engineering impact analysis performed, and in fact 380 will still need some intervention to deal with its traffic. Any Bypass cost analysis should still INCLUDE the required costs to improve 380, as a Bypass will not eliminate this need.

**Please don't destroy Mane Gait, where our veterans and others experience transformative therapy.

Thank you for your attention and support on this urgent matter!

21. Stanley and Marjorie Youngblood

Dear Sir.

We are writing to urge your support for fixing 380 on 380. We are opposed to all bypass options, particularly the proposed bypass option B through Prosper. My reasons are:

a) congestion on US380 is primarily a result of the recent spurt in development along 380 in McKinney between Lake Forest and Hardin Blvd (e.g. Costco, Cinemark, Kroger). Traffic counts by TXDOT from west Prosper to east (of US75) McKinney confirm that this congestion is localized. I strongly favor a Limited Access Roadway (LAR) along the current 380 corridor as is being done west of Coit Road. Concepts along the lines that Ben Pruett has provided can provide a LAR that minimizes the loss of right away for businesses and residents directly adjoining US380.

b) As a Prosper resident, we strongly favor City of Prosper resolution opposing any bypass through our eastern border. We chose to live in a Prosper neighborhood (Whitley Place) about one mile north of 380 to avoid the noise and congestion of 380. Option B bypass would literally place a freeway within 2500 feet of our home.

c) traffic safety is currently a major problem along the 380 corridor; a LAR will greatly improve the safety of those using this corridor by providing safe entry onto/departure from 380 as well as facilitating through traffic.

d) the rapid expansion of development permitted by city of McKinney has been a primary factor in exacerbating the congestion of 380 in McKinney. Resources should not be funneled off on bypasses at the expense of directly addressing the congestion problems on 380 in McKinney.

e) Placing a bypass freeway north of 380 along Bloomdale road will adversely affect the safety and quality of life of current and planned neighborhoods in this area. Placing a freeway here will isolate these neighborhoods and introduce safety issues for these residents as well as the planned high school off of Bloomdale road. Moreover, the proposed bypasses are redundant with the northern corridor freeway currently in process and would be located too close this freeway based on TXDOT guidelines for appropriate spacing of freeways.

f) a more appropriate emphasis of TXDOT should be facilitating the development of east/west arterial boulevards north of US380 that reach US75 on the east, and Dallas North tollway to the west to serve the rapidly expanding residential neighborhoods in northern Collin County.

We hope that these points will be taken into serious consideration in selecting transportation solutions in the future.

22. Daniel Mostrom

To Whom It May Concern,

My name is Daniel Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My wife and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

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- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

23. **Greg Schupp**

I am a resident of McKinney and Collin County. At this time I am looking for my elected officials to help McKinney by staying strong and advocating for the solution that best addresses the issues and preserves the homes and businesses that have invested in our wonderful city.

I am advocating for Red Option B. I am very concerned as are others in a very large voting block that our voices will not be heard! I purchased what I hoped to be my forever home in Tucker Hill. I'm really concerned about the other routes; the cost, the number of businesses impacted, the loss of invested equity in my home and what I feel will ruin what made McKinney and the Tucker Hill/Stonebridge developments so attractive.

I see opportunities to have Red Option B route adjusted to save areas you feel are important, but I feel this route is the least destructive and best for McKinney as a whole. There will only be 2 businesses displaced by this route. McKinney needs our commercial base to grow not be destroyed.

I've already lost close neighbors because of the fear and uncertainty this issue has created. I hope you will value the input being provided along with so many others who I consider my friends and neighbors.

24. **Gregg Swartz**

To City and Local Government Officials,

My name is Gregg Swartz, and I reside in Whitley Place in the Town of Prosper with my wife and 2 elementary school age children. We moved here in August 2017 and enjoy the community and high quality of schools.

Imagine our shock and dismay when we learned that TX DOT was proposing a 380 Bypass that would run through the town of Prosper. As the survey results indicate, this is a BAD idea to which my family and I are strongly opposed. There are numerous concerns I have with this proposal:

1. SAFETY: The Bypass option will divert traffic toward residential areas and the site of a future Prosper ISD High School, which will create safety issues with an increased number of young, high school drivers having to navigate a busy, high-speed freeway in order to get to school. This is a recipe for disaster.

2. RIGHT OF WAY: The 380 Bypass will require the purchase of a full Right of Way. This full ROW will require existing residents to relocate and have a negative impact on the adjacent properties.

3. TRAFFIC: Prosper is already battling growth issues and trying to improve its existing infrastructure of roads. A 380 Bypass will increase traffic on First Street, Frontier Parkway, Custer, and Coit Roads. Increased congestion and higher likelihood of traffic accidents (and potentially fatalities) will result from a bypass.

I strongly urge you to "Keep 380 on 380" as the most logical, cost-effective, and safest solution.

Thank you.

25. George Matthew Wysor

Dear Sirs,

As a resident of Prosper, AND a business owner in McKinney, I expect both of you to listen to and consider my opinion.

I feel so strongly opposed to any bypass as an option to address 380 that I'm writing to you both from my hospital bed (in McKinney, on 380!!)

I am in full agreement with the attached letter from my wife, Paula Bodine. Please continue to do everything possible to prevent a bypass as the solution to 380.

26. Rob and Nancy Stogsdill

Good afternoon,

I am writing to you on behalf of my family. While we understand there are several factors being taken into consideration with the decision regarding the proposed route of Hwy 380, I would like to list the primary reasons on my position to keep 380 on 380.

- The bypass plans, both A and B, do not relieve traffic congestion south of the current 380.
- Bypass option B increases traffic congestion in Prosper, particularly along First Street.
- Keeping 380 on 380 relieves congestion both north and south of 380.
- Keeping 380 on 380 aligns with McKinney's "One McKinney 2040" Comprehensive Plan.
- A bypass does not align with the Town of Prosper's Comprehensive Plan.
- Both bypass plans would decrease safety of students at new school locations. Pedestrian traffic and new drivers on a busy road increase the likelihood of a tragic, unnecessary and completely avoidable accident.
- As businesses evolve along 380, much of the rework and upgrades of utilities along the 380 corridor will in all likelihood need to take place in the next 10 -15 years regardless of whether 380 is widened or a bypass is put in. Taking these inevitable costs into account appear to make the widening 380 along its current corridor more cost effective than it appears.
- In contrast, with the needed right of ways, utilities and new flood plain study factors will actually increase the costs of the bypass options above and beyond what was listed in the the latest version of the recommendations.
- Widening 380 along its current, straight corridor, would allow for a faster pace of traffic, with speeds up to 70 mph. This provides commuters and other travelers shorter travel times between locations.

In addition to the more technical and logistical points above, I strongly believe a government should listen to its people and the people have spoken through multiple channels over a sustained period support for keeping 380 on 380. In the town halls, public hearings and surveys, the constituents of Prosper and McKinney overwhelmingly support keeping 380 on 380. In just the fall 2018 TXDot Survey -

- 6,258 out of 10,086 (over 62%) McKinney and Prosper respondents supported keeping 380 on 380.
- 265 of 466 (57%) business owners also support keeping 380 on 380.

What's more is both the Town of Prosper and the Prosper ISD have issued resolutions against a bypass into Prosper. They heard their constituents and are responding accordingly. I humbly ask that the final decision be based upon what the people want.

27. **Cindy Cavener-Sumer**

During George Fuller's 2017 campaign as a candidate for Mayor of the City of McKinney, he requested that we "flood the McKinney Mayor with thousands of emails" in protest of the 380 Bypass. He vigorously campaigned against the 380 Bypass, and he was elected by the majority of voters, who also vigorously object to the 380 Bypass. Listen to this again, just to refresh your memory. Every single point was valid and is still valid today. "Thousands of residents negatively impacted," he said.

https://www.youtube.com/watch?v=hBfvGGg_apo&list=PLSz1PLtXqS4N9DzvkJ8k0jLVKSy3hevN6&index=2&t=0s

Points to Consider:

1. McKinney has a plan for growth and the 380 Bypass has never been a part of it. Please refer to the McKinney 2040 Plan that was just passed in October 2018. The Green Alignment (no bypass) conforms to the McKinney 2040 Plan.
2. The 380 Bypass also negatively impacts One McKinney Plan for trails and open space. Trails and open spaces are a huge part of what McKinney says makes it "Unique By Nature". The Green Alignment conforms to the One McKinney Plan.
3. The 380 Bypass conflicts with the Town of Prosper's Comprehensive Plan, and they passed a Resolution of Opposition in October 2018. The Green Alignment conforms to Prosper's Comprehensive Plan.
4. Many of our State of Texas and Collin County Representatives support keeping 380 on 380 (Green Alignment) and not the bypass. The exception seems to be Judge Self, who originated the request that TxDOT add a bypass west of Custer. It was not proposed or supported by the full Commissioners Court, however, and TxDOT has presented it as a Commissioner's Court proposal. Interestingly, Judge Self resides in Tucker Hill, so this proposal that "bypassed" the actual Commissioners, is a HUGE conflict of interest.
5. The TxDOT public surveys overwhelmingly support (62%) keeping 380 on 380. Surveys include residents of McKinney, Prosper and Frisco. The Green Alignment conforms to public preference.
6. TxDOT has stated that the "ideal" highway spacing is five miles apart. 380 is half way between 121 and the Outer Loop, approximately five miles each way. The Green Alignment conforms to this ideal.

7. The bullying and strong arming that McKinney has done to Prosper is just embarrassing. It makes us all look bad. We are better than that, at least most of us are. I suppose it is right in line, though, with the attitude of some of those in the Tucker Hill neighborhood who are determined to be treated like “kings” as the guy stated in the city council meeting. I can find the meeting minutes if I need to. You probably remember. He advised the McKinney City Council and Mayor to “protect their kings” in Tucker Hill. Remember also, Judge Self lives in Tucker Hill, and it was his proposal to shove the whole mess in Prosper’s lap.

We moved here to enjoy the small town feel of the city. We love the downtown, the Farmer’s Market, the activities for families, the good school district, the great libraries. It has retained much of these attributes despite its growth. Many of the neighborhood developments are their own little communities now, with life long relationships formed. It has been a great place to raise families, which accounts for its tremendous growth.

There are many, many reasons we support the Green Alignment besides the ones state above. The more human aspects of the other alignments: neighborhoods destroyed, communities torn apart, distrust of our elected officials, disgust with the lack of transparency and integrity.

You are aware that many communities outside McKinney are watching what is going on. Who do you think is going to want to move to McKinney? No one. They can see that some of the elected officials say whatever it takes to get elected and then do a 180 when it’s time to make it happen. They say they will look out for you and protect your property rights, and then they move to take it away at the first opportunity. They say they want to develop communities within the city to keep it “unique by nature” and then they intentionally, deliberately destroy them. Why would people have any faith in the process or invest in the community?

The Green Alignment allows the cities of north Texas to work together for the benefit of all. My understanding from TxDOT since the beginning was that they wanted to come up with a solution that benefited the cities and citizens of north Texas as a whole. The Green Alignment is that solution.

Say No to the 380 Bypass.

28. Dalana Squires

To Mayor Fuller and all

Hello. My name is Dalana Squires and I live at 6762, County Road 202, Mckinney TX 75071. The bypass will not affect my property per se, but I am at a loss as to why this is still being pushed forward. Logically, it looks like a total waste of funds, along with destroying the properties of many. We have known for many years that the City of Mckinney plans to widen and finish Wilmeth, Bloomdale, Frontier Pkwy, and the Outer Loop. Why, with all of these east to west, wide roads, running from Preston to 75, (once complete) would a 380 bypass even be needed? It seems very redundant, a waste of money, a unnecessary impact on homes, not to mention ugly. 380 can stay on 380 by building overpasses and double decking the highway at key intersections, without impacting homes and neighborhoods. All I can think of is the City of Mckinney is trying to get TXDOT to fund roads instead of finishing the plans that were already in place for these east to west running roads.

Keep 380 on 380.

29. Stephanie Williams

There seem to be plenty of valid reasons to Fix 380, and little to no reason to build a bypass. First, from what I understand a bypass goes against Mckinney's 2040 plan and will interfere with it. It seems TxDOT isn't being honest about this process. I am beginning to question the integrity of TxDOT altogether. Survey's show that the majority vote in each town is against a bypass. Now the word is that the people's voice doesn't matter at all. My town of Prosper passed a resolution opposing any bypass within its town limits. The by pass option wasn't even on the table until presented by Tucker Hill's resident Judge Keith Self. It should never even have been entertained as a possibility. From what I understand TX dot builds freeways not arterials. 380 will need to be repaired no matter what which will involve a significant investment.

30. Robert S. Carter

Gentlemen,

I am opposed to both Alignment Options A and B and would prefer to see US Highway 380 expanded in place. With regard to the alternative that is option B, construction of that option would box in my subdivision with freeways and highways on three different sides.

When I built my home 30 hears ago, I expected to see Hwy 380 improved and upgraded, but I did not expect the tranquility I enjoy to be boxed in on three sides with freeways.

I reside in Walnut Grove about 3/8 mile north of US Highway 380. I Accordingly, I reside in the ETJ of the City of McKinney and am subject to the "ONE Community. ONE Vision. One McKinney 2040 Comprehensive Plan" adopted by the city in 2018. The plan includes a Mobility Strategy chapter, developed over a three-year period by a Citizens advisory committee and city leaders. The adopted Mobility strategy designates US Highway 380 as a major regional Highway. It appears the advisory committee and city leaders spent very little time reviewing the impacts that alternates such as Alignment Options A and B would have on the existing and planned land use and development strategy of the city of McKinney. It appears this plan assumed that US Highway 380 would be expanded in place.

In addition, in spring of 2018 TxDOT hosted informational meetings requesting feedback for 5 alignments. In that survey more than 4,000 responses were submitted to TxDOT. The vast majority of McKinney, Prosper and Frisco residents prefer Fix US Highway 380 on 380 over the bypass options.

31. Elise Williams

Hello,

We have been McKinney/Heatherwood community residents for six years. We live 2 streets away from the proposed bypass. We could not even imagine the noise and air pollution that will be produced by a bypass so near to our home. We have three boys 14, 11, and 7 years old. They play outside with their friends everyday. Our neighborhood is a very family oriented community and we have bbq's in our front yards with neighbors nearly every weekend. Adding a bypass would lower our quality of life a great deal. We bought here knowing Rd 123 would be turned into a street like Eldorado, not a freeway. We dread the decision of having to move away from our neighbors who have become like family if a bypass is put in our backyard.

**A bypass goes against McKinney's 2040 plan that was just passed in October 2018.

**This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

***Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

**From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

** Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

**TxDOT's own study shows the new or "green" alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.

**The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It's eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.

****Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.

Thank you for fighting for our quality of life and finding a way to making the freeway work on the current 380.

32. Matt Unger

I hope that my voice can be heard today. I'm 29 years old and just purchased my first home in McKinney last November. One of the next decisions you make will have a huge impact on my quality of life and if I will remain a McKinney resident for the next several decades.

The proposed 380 bypass is not fair to the Pecan Ridge neighborhood and is bad for the entire city and here is why.

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."
- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.
- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Since I moved to McKinney last year we have already had the farmer who owns the land behind us knocking down tree and taking away a beautiful view. The noise from Highway 75 was already loud and is now louder. If you decide to build the 380 bypass our neighborhood will become even louder with traffic noise.

What was once a beautiful neighborhood that felt like it was a part of nature will feel like a crowded neighborhood that was thrown between busy roads and take so much away from what brought me to McKinney. I had my choice of cities and chose McKinney over all of them. I can say without a doubt if you approve this bypass it will make me and many others move away. I envisioned raising a family here so that's not what I wanted.

I sacrificed so much to purchase my first home, I hope you understand how many life's will be negatively impacted if you approve this idea. Please double down on the existing 380 highway and keep McKinney unique by nature. I hope my voice is heard and that you consider all of us in Pecan Ridge and our families when deciding what to do.

33. Shannon Blake

Mayor Fuller, McKinney City Council members, and TxDot,

Our property, 800 CR 1200, McKinney 75071 is directly affected by the potential 380 bypass. We purchased this land in April 2016 so our 6 children would have a peaceful place to grow up. My husband met with city planners and looked at any potential roads, easements etc that may have affected our property prior to purchasing this land. There were no roads or highways planned for our property. We purposely purchased land away from a highway and away from potential roads. We have trees that surround our land giving us privacy and protection. The 380 bypass splits our property in half and is less than 150 yards from our back door. It would make it impossible to access half of our property. It would completely ruin the value of our land, our privacy, our peaceful property, our ability to hunt on our land, and the value of our home.

The TxDOT survey from the spring and fall showed that overwhelmingly both residences and businesses prefer that 380 stay on the Highway that is designated as 380. 380 is a busy roadway and needs to be properly attended to, and the best way for that to take place is to fix 380 on Highway 380. A bypass sends people north when most are trying to go south. A bypass runs extremely close to the Outer loop and in certain areas is less than a mile from the Outer loop. This makes no sense at all. A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

A bypass destroys beautiful "Unique By Nature" areas of McKinney and the ETJ such as Erwin Park and Honey Creek, not to mention destroying people's homes and beautiful properties, properties where people chose to live away from a highway. Our property is mostly flood plain and the environmental impact on the wetland on our land would be devastating to the wildlife in this area. The Town of Prosper is completely opposed to any bypass within its town limits and has passed 2 resolutions, one in May 2017, and one in October 2018 stating such. Mayor Fuller, was opposed to the bypass when he ran for office. I have heard many city councilmen oppose the bypass as well.

It seems that most people affected by the bypass are against it. I urge you to do what is right, for the citizens of McKinney, and for the residents that use 380, and fix 380 on 380.





34. **Rob Campbell**

Hello,

Writing today to express the hope that you can help see to the keeping of 380 on 380. I know its an interesting dilemma, as the citizens and business owners have overwhelmingly supported keeping it on 380, versus a bypass.

I have interests of course; I live in heatherwood, having moved here 4 years ago with 3 children and my wife. Our home will be on an "island " between 380 and the bypass, not ideal with the noises and loss of any semblance of "unique by nature" I studied the plans when we bought the house and there were no plans and I was assured that the north loop would be it. Now we are faced with this situation.

I respect that you know both sides of the argument, I do ask for the sake of the future of this great city, please consider keeping the area open and unique by nature, the north loop is less than 4 miles from the new bypass, its going to affect so many homes, and neighborhoods... Once this is built there will be no going back to keeping some acreage open and nice subdivisions intact.

Thank you for listening and any assistance is appreciated.

35. **Jessica King**

Mayor Fuller-

You were voted into office largely based on your stance to FIX 380 on 380 and now you are backing out? Shameful.

I moved to McKinney in May- into Heatherwood specifically to be away from the traffic of existing 380 and to stay surrounded by NATURE. 380 needs repaired no matter what so why spend extra money on a bypass? People will continue to travel on existing 380. FIX IT.

Businesses along 380 once repaired will flourish like we see on 121.

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

A bypass goes against McKinney's 2040 plan that was just passed in October 2018.

36. **Tim Schroeder**

Mr. Fuller,

I am writing this email in response to the proposed 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a long time resident of McKinney, I am concerned about the impact a new bypass for 380. The amount of residents that will be directly impacted by a new bypass, instead of just increasing the current road doesn't seem to make sense. It seems that this bypass will only add more cost and won't change the situation being experienced on 380.

Please also consider the arguments below:

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."
- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
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- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail that is sprouting up along it bringing increased traffic.

-The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

I appreciate your hearing me out and I would hope that something can be worked out that would be mutually beneficial for everyone.

37. Joey Tam

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

38. Ms. Corey E. Schindler

Dear ladies and gentlemen,

My husband and I just moved into Willow Wood in McKinney on February 1, 2019. We are looking forward to living here for a long time, and raising our children in a safe neighborhood with great schools.

We are saddened and anxious to hear that our city leaders are pushing though a plan for the 380 Bypass to run at the south end of our neighborhood. Not only is it terrifying to think of having a major highway right outside our door (so close to where our little ones will be playing), but we are concerned that when we do wish to move in the future, our home values will go down substantially. I would never buy a house right on a highway, and statistically, most people feel the same way, as home values suffer when they are that close.:(

Please see this list of additional concerns my family has, and please DO NOT put the bypass next to our neighborhood!!

Thank you!

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* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

39. Bri Westbury

Dear Mayor Fuller,

You were elected after a wonderful campaign, in which you opposed the bypass and promised it would not happen. Your constituents want you to stand by that promise.

They reminded you of their will when the TxDOT conducted a study, in which they AGAIN showed their desire for NO BYPASS.

Listen to us, we are your people, we do not want a bypass.

I moved to McKinney after much deliberation and studying of the 2040 plan passed in October 2018, in which it clearly stats the city's strategy to focus on "Multi-modal options"- a great plan and where our money should go!

I live in the Heatherwood Neighborhood and a bypass would destroy our quality of life. I do not understand why you would allow anything other than arterial build outs on our surrounding roads. Such arterial roads would allow mobility, stick to the 2040 plan, show you as a man of integrity, and give the majority of residents what they have shown they desire (both by electing you, and through the TxDot study).

It also does not make sense to build the bypass, it is too close in distance to the outer loop and a US HWY (380). If we do not treat US HWY 380 as a HWY, like all of our neighbors, it is ridiculous.

In sum, your people do not want the bypass, it does not make sense. The only solution is build out arterial roads and treat US HWY 380 as the HWY it is.

Thank you for listening. I look forward to seeing how you proceed.

40. Joseph Tam

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

41. Heather Powell

To Whom It May Concern,

I am a Prosper resident. I have lived in Whitley Place for 2 years, having moved here from California for work. We picked this neighborhood and land to build our forever home because we loved the feel of the wider spaces and slower moving day to day life. Of hearing of this LAST minute route (red alignment option B) which would cut through the land only 2100 feet from my community I was appalled. The reasons why this Custer option makes zero sense are listed below.

1. This bypass goes against McKinney's 2040 plan.
2. This bypass goes against Prosper's plan for its intention for future growth and would take away valuable land that we as Prosper could use to bring our taxes down, build our future communities and protect our kids from growth that we as homeowners moved here to get away from.
3. The process that TxDot has used to come to these lasting conclusions has NOT been transparent and due process was not given to the residents of Prosper to arm themselves from this bullying approach to bring us into this mess. We were told that TxDOT would present to the cities and they would vote. TxDot's story has thus changed.
4. The spring and fall survey results show a significant opposition to the bypass and the resolution is to keep 380 on 380.

5. In the event a bypass is selected 380 alone will need significant funds to be used to build to suit the ever growing 380 retail traffic in the years to come.
6. A bypass will not solve the issues that we are facing with the commercial traffic because the fastest way from point A to point B is a straight line and many won't use the bypass because it is not time saving.
7. Prosper ISD has announced a new High School to be built at First and Custer and a third one at Custer and Prosper Trail, feet from this so called bypass, along the same roads as our children will have to take to get to these schools.

I hope you take all these points in consideration when making your decision.

42. Paula and Tom Ford

To whom it may concern:

Fourteen years ago our family of 6 moved to Prosper. We've been Texans for 36 years, but finally we were able to find that perfect acre and a half of land in a nice, quiet, friendly neighborhood - Rhea Mills Estates. We built our dream home with the intent to never move again. We have thoroughly enjoyed raising our children here, away from the chaos of the big cities.

However, now that reality is in danger from a proposal to build a 380 bypass within sight of our house! This outrageous plan must be stopped! Our small town feel would totally disappear with such a monstrosity invading our peaceful community.

A bypass of 380 is totally unnecessary. Fix 380 on current 380 by making it controlled access. Studies have already been done, and it is the best solution (see attached graphic). A bypass would uproot families, disrupt neighborhoods, and create many problems (see attached graphic). Any bypass that encroaches on Prosper should not be allowed any consideration. It should be rejected in the strongest terms!

We have heard that a group of people from the Tucker Hill development in McKinney, led by Judge Keith Self, are behind this revision of the route. It is pure nonsense that people from a new housing project in McKinney, built right next to 380, should have any influence over Prosper long-time residents to the extent of destroying our way of life. Those people chose to live next to a highway. They have no right to complain about it now and force a disruptive boondoggle on our town.

We have voiced our concerns at city council meetings, written letters, called officials, completed surveys, and it seems that we are still being ignored. I understand that the survey done by TXDOT shows overwhelming support for fixing 380 on 380 - the green route. Please do not allow a small group of powerful individuals to run rough-shod over the directly-affected citizens by pushing this hated bypass through without transparency.

Thank you for all you have done already to stand against this monstrous threat to our way of life. Please don't stop fighting!

(Attachment 4)

43. **John Ereno**

Please let this email serve as my support for U.S. Highway 380 to be expanded along the current U.S. Highway 380 Alignment between the Denton County/Collin County line and U.S. Highway 75. I am opposed to any U.S. Highway 380 bypass options for U.S. Highway 380 between the Denton County/Collin County line and U.S. Highway 75. My reasons to oppose the proposed bypass routes:

- Over 62% of those participating in the latest survey prefer expanding U.S. Highway 380 along its current alignment
- Local government support of the expansion along the current U.S. Highway 380 alignment voiced in the resolutions by the Town of Prosper and Prosper Independent School District
- Close proximity to two high schools and one middle school (a high school and middle school which my children will attend)
- The proximity of bypass routes to the future Collin County Outer Loop
- Per the U.S. Highway 380 Feasibility Study conducted by the TxDOT, expanding U.S. Highway 380 along its current alignment:
 - o Better satisfies the travel demand compared to the proposed bypass routes
 - o Provides better enhanced safety than the proposed bypass routes
 - o Impacts fewer numbers of residential properties
 - o Impacts fewer number of acres of development
 - o Impacts fewer number of acres of environment, watershed and park land

We purchased our current home in Prosper after living in Prosper for five years, doing our research on area construction projects and knowing that the following area roads will be expanded by several lanes to handle increased traffic: Frontier (FM 1461), Custer and Prosper Trail/Bloomdale. We also expect Custer to become a main arterial road from U.S. Highway 380

to the Collin County Outer Loop after it is constructed. When we bought our house, we knew McKinney was looking at a U.S. Highway 380 bypass route to solve its traffic problems around the U.S. Highway 380/ U.S. Highway 75 intersection. However, we were surprised by the last-minute proposed bypass route through Prosper that will be approximately 1.3 miles from our home, drastically increase traffic on arterial roads surrounding our house (Custer and Prosper Trail/Bloomdale) and pass directly by the middle school and the high school that my children will attend.

44. Heather Ferguson

We support the McKinney 2040 Plan as adopted, and US Highway 380 designated as a "Major Regional Highway" in its current alignment.

This is what the major share of citizens in McKinney want!

45. Fred Costa Ph.D.

I stand firm in my support of the Green alignment of 380. The Green alignment is not just the choice of the community and businesses, but also the best choice for McKinney 2040, the Town of Prosper, and Collin County's future mobility and development.

I support the City of McKinney's 2040 Plan as adopted, and US Highway 380 designated as a "Major Regional Highway" in its' current alignment. Furthermore, I oppose the adoption of the alternatives proposed in the Plan's appendices because the potential negative impacts on the other elements of the plan were not sufficiently studied, e.g. dividing the ETJ community.

I support and am in total agreement with The Town of Prosper's resolution to strongly oppose 380 bypass option B and discontinue discussions with TxDOT until option B is removed from consideration.

No feathered approach as proposed by Mr. Morris is acceptable. The community and businesses have spoken and chosen the Green alignment of 380, period.

The TxDOT survey respondents favor the fix 380 on 380 option by 62%, 3 to 1 over the organized effort by the Stone Bridge Ranch and Tucker Hill communities to press for option B into Prosper, which only 2000 respondents favored, down from 3000 (in a city of 180,000, only 1.6%) signatures collected from the online petition for the same.

Business owners favored the fix 380 on 380 by 56%, 2 to 1 over the organized effort to press for option B into Prosper.

TxDOT traffic models show traffic demand is overwhelming on the 380 current alignment through all segments.

The results are that commuters, business owners, citizens, and engineering models favor the fix 380 on 380 solution. No reasonable person would support any bypass option in the light of the survey and traffic models. All reasonable accommodations have been made for stake holders.

Fixing 380 on 380 made sense yesterday, it makes sense today, and it will make sense tomorrow. The more the public learns about the 380 issue the greater the support for fixing 380 on 380 and the support for all other option dissipates.

I looking forward to TxDOT getting to the business of building a road the public demands.

46. Cameron Mills

Am writing this email to inform you that I am an elected HOA Board member of Heatherwood which has over 800 homes. Heatherwood is home to hundreds of families, a park, and Prosper ISD elementary school. Unfortunately Heatherwood sits just south of FM 123/Bloomdale, the very road that has been proposed to be converted to the US HWY 380 bypass (roughly the same size as hwy 121). Our way of life will be negatively impacted by the proposed bypass. I want to be clear, this is not a superficial NIMBY argument. OUR WAY OF LIFE WILL BE NEGATIVELY IMPACTED. Every home in Heatherwood is at least over a mile away from not only 380 but any other highway by any definition let alone a limited access roadway. The families that bought homes here did so with the expectation that one day additional infrastructure would come in with arterials not limited access highway the size of hwy 121. The proposed bypass will bring a limited access roadway within 0.3 miles within school property! And within feet from homeowner's backdoor! This is not an exaggeration. I am (again) asking that you kill the 380 bypass option(s) Below are additional points supporting fixing 380 on 380. I also challenge each and everyone one of you to Google Heatherwood and see for yourself how close and how obviously detrimental the bypass will be to us and let me know when you have done so. Please, this is a moment to silence your critics who say you don't care. I am only asking you to take 5 minutes of your day to see for yourself.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits and followed it with a stronger resolution of opposition in October 2018 As did Prosper ISD.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.(a neighborhood that is on current US HWY 380)

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail, restaurants, and entertainment venues that have begun to be built up along it and bringing increased traffic.

* Do we, McKinney want all these new shops and restaurants bypassed? NO!

47. Dennis J. DeMattei

I would like to express my support to fix 380 on 380 and oppose bypass options through Prosper. Before purchasing this home, I carefully researched future roadway plans as I used to work in a county planning office. The impacts of the proposed right of way through Prosper

would not be beneficial for the community. I would like to retire in this home and community. The following points should also be considered.

- * A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options." [SEP]
- * This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
- * Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.
- * The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.
- * The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.
- * From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
- * Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

48. Valerie Potash

Mayor Fuller,

It is my understanding you are planning on approving 380 to be a bypass. Please reconsider this decision for the following reasons.....

- * A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options." [SEP]
- * This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
- * Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.
- * The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It will hugely impact the residences of McKinney and Prosper in a negative manner. Not to mention all the established and new businesses along 380. We are all very excited about the new commercial growth. They will suffer from the expense and lose customers during the mess of construction. There are other alternatives, WHY does it have to be through the middle of our lovely city!!!???

Please don't let this city and it's people down!!

49. Juan E. Cortez

Mr. Fuller

Through our informed community i have learned that the bypass going through our community is sadly still an option that is being pushed forward. I am saddened to be writing this letter. Survey after survey showing overwhelming support for "keeping 380 on 380" should be sufficient to eliminate the bypass option going through our community. A community you visited, at a school that would be strongly impacted by the bypass, with the promise of strongly opposing the 380 bypass. Better yet the standing room only meetings held in downtown strongly opposing the bypass should be without a doubt an example of this. While i completely understand the need for better east to west travel on US 380, lets keep in mind this is a US highway meant for travel. Our neighborhood and many of the other neighborhoods in the route of the proposed bypass are meant for homes. Since we first found out about the bypass we have been told that nothing is certain until all the studies have been completed. We have been at bay waiting for the time to speak and have been vocal every opportunity we have been given. To learn that our Mayor, one who ran a successful campaign strongly opposing the bypass, is now pushing forward the bypass deeply saddens me. I ask that you please not forget about the residents that received you with open arms at our annual HOA meeting. Please don't forget that promise of opposing the 380 bypass. Ill keep this short as i have a strong feeling my email is not the only one you will be receiving. Thank you very much for all your time.

50. Terri Silver

Dear Mckinney council members,

We voted for you because you said you did not want a bypass on Bloomdale. We expect you to uphold your campaign promises. A 70 mile an hour road should not be put so close to residential areas and schools. Overwhelmingly, people voted to just fix 380. Listen to your constituents.

51. Jennifer Sedwick

Hello,

My name is Jennifer Sedwick and I live in McKinney, Texas. I live approximately 1 mile North of 380. It has come to my attention that the proposed bypass for 380 is being pushed forward. This bypass would run along the backside of my neighborhood.

I implore you to reconsider any support for this bypass. First and foremost, both the spring and fall surveys showed results that an overwhelming majority of McKinney residents DO NOT WANT a bypass. They prefer to keep 380 on 380. Additionally, a bypass that runs just a little over a mile from the existing highway will do little to no good at alleviating traffic.

Even if a bypass is approved, 380 will still need to be improved. The numbers showing the cost of each option are a little misleading. Those are ONLY the costs to build that particular option. One must add in the additional costs of improving 380 for any of the bypass options.

The current "favored" bypass option, that runs west of Custer puts it through the town of Prosper. The Town council, in protecting its residents, has passed two resolutions strongly opposing a bypass that cuts through its city limits.

I also find it very disheartening that, yet again, elected officials are either only looking out for themselves, or saying whatever needs to be said to get elected. I would remind everyone that the current favored bypass option was proposed as an alternative by Judge Self and did not have the full support of the Commissioners Court. It was in response to the bypass option that ran through Tucker Hill. It's important to note that Judge Self lives in Tucker Hill. Mayor Fuller ran a campaign based on his strong opposition to any bypass. Once elected, he now favors the bypass even though an overwhelming majority of his constituents oppose a bypass and want 380 fixed on 380.

In conclusion, US HWY 380 has been a designated highway for a very long time. It's one reason I chose to build my house north. I looked at the options and knew that at some point, 380 would be expanded, as most highways are. It only makes sense to fix 380 on 380.

52. Janet Anders

Good morning, Mayor Fuller and all parties receiving this email.

The time is nearing for the completion of the 380 Feasibility Study and the decision will soon be made for the improvement of 380 through Collin County. I respect the many considerations that must be studied in order to find a solution that is most suited for meeting the traffic demands of the future. However, I strongly oppose the bypass option.

It is my understanding that you, Mr. Fuller, are pushing for the option of the bypass starting west of Custer (you can call it a parkway, but if we are real, it will be a bypass). I am certain I don't need to remind you that you spoke from the beginning, even appearing at our first "no bypass" large group meeting against a bypass and promised to stand firm in support of fixing 380 on 380.

For me, this is personal. Our family has lived in Walnut Grove for 14 years and I do not want a bypass taking out ManeGait and the NW corner of our neighborhood. I do not want to be trapped between 380 on the south and a 380 bypass on the north, making our quiet, unique neighborhood an island between two noisy highways. What a devastating outcome for one of the most unique neighborhoods to bless McKinney and Collin County.

There are many points that can be made opposing the bypass, including:

- A bypass goes against the McKinney 2040 plan passed in October 2018.
- Even with a bypass, 380 will still need significant improvements due to the growing retail corridor.
- The entire process has not been transparent, including the fact that we were shown 5 options and told there would be no new options, but only "tweaks" per Tony Kimmey's conversation with me. However, when Judge Self, who lives in Tucker Hill, requested the west of Custer bypass option, we suddenly had a new option to consider.
- You, Mr. Fuller, are supposedly pushing for a "parkway". But my understanding is that TxDOT does not build parkways, they build highways and bypasses. So, let's call it what it is.
- The bypass negatively impacts the NW Sector which has unique and promising opportunities for the future if left to develop as originally planned.
- Bloomdale was meant to be an arterial road, not a highway. Let's keep it that way, which is best for the McKinney neighborhoods currently along Bloomdale.
- Putting in the bypass starting west of Custer impacts multiple school sites for Prosper ISD, which is a fast growth, high quality district bringing families not only to Prosper, but to the City of McKinney.

I strongly oppose any bypass options, including the west of Custer option. Please help us fix 380 on 380 and avoid the negative impacts of a bypass.

53. Meagan Daniel

Good Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper's small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I'm sure the residents of McKinney that are in PISD can understand this as well. The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood off of 380, and expect it to stay that way.

TxDOT has not been transparent with their business. We have been told numerous different things that have never happened, including a "vote" and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the "Restaurant Row" that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We'll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

54. Amy Pariseau

Mayor George Fuller,

I am writing today to express my full support and desire to see Highway 380 fixed along its current alignment. Due to my home's immediate proximity to 380 and the proposed bypass routes, I cannot in good conscience support any other alternative. Furthermore, the results of the Spring and unofficial Fall surveys showed that the community overwhelmingly agrees with the fix 380 on 380 option.

I live off Community and Taylor Burk in the heart of all the new development. We have been so excited to see all the new businesses pop up over the last year but also very wary of losing our natural surroundings. We do not want to see our parks, Erwin Park especially, impacted in the slightest. Adding in a bypass will further negatively effect the wildlife and ecosystem we love. It's why we chose our home in this area.

Now that we do have so many new businesses, 380 must be addressed to support that community. A bypass will not do this. No normal person will take it. Truckers? Maybe. But that's not really the problem driving 380. We need to see more turn lanes, better timed lights, and lane editions. While it might be the more expensive option, you will find so much support with this approach.

Please listen to the masses on this. We do not support a bypass. I know growth is inevitable, but we do not want or need to be Dallas. This is McKinney - unique by NATURE. Let's be the number one place to live. Where people are dying to get their families into. We do not need to build out every nook and cranny to keep up with DFW.

55. Tim Daniel

Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper's small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I'm sure the residents of McKinney that are in PISD can understand this as well.

The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood that was not right off of 380, and expect it to stay that way.

TxDOT has not been transparent with their business. We have been told numerous different things that have never happened, including a “vote” and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. These few loud voices (however well connected) should not have the power to influence this type of decision. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the “Restaurant Row” that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We’ll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

56. Jay Scarbo

As a Prosper resident and voter, I am so disheartened that the Prosper 380 Bypass seems to still be on the table. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so I cannot believe that any bypass option is still being discussed. A bypass option doesn't fit with either city plan and no matter what, 380 is going to have to be fixed!

Not to mention that this process has been anything BUT transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

Please count this as OPPOSITION to any form of Bypass!

57. Michael and Lori Swim

Honorable Mayor Fuller and Esteemed Council Members:

I'm writing to oppose the 380-bypass route or "RED" route that is currently one of two options to improve traffic flow in Collin County as part of the most recent feasibility study by TxDOT.

My wife Lori and our six children have been residents of the City of McKinney for over 21 years - since August of 1997. We lived on Bordeaux Drive in the Vista of Eldorado until 2011 when we moved onto property we purchased about a year and a half earlier into an existing, modular home with plans to build a custom home at some time in the future. We acquired three contiguous properties 12, 7 and 5 acres each for a total of 24 acres on County Road 338. We waited until 2016 to get serious about building then, designed, permitted (with the City of McKinney) and built over the last 2 years or so finally finishing in August of 2018. Initially we were aware of a potential extension of airport road that could touch our property then "talk" of a 380 bypass - but no real plans - so we moved forward. Then, last spring the initial feasibility study came out as we were well into construction, with alignments coming close to the property and ultimately on Oct 4 with the new alignment directly bisecting our property, affecting all three plots and effectively running the freeway through my new front yard.

The main reason we purchased the property was so we could continue our efforts with equine rescue which Lori had started a few years earlier on leased pasture north of 380 and Lake Forest. Our efforts over the last 10 years or so have rescued and placed 75+ unwanted, underfed or abused horses. We currently have a herd of 13 horses about 8 of which need a home as well as 7 head of cattle.

Our intent was to "get away" from the city, move to the country where we could finish raising our children and operate the equine rescue. We certainly didn't ever imagine that a proposed, six lane freeway with 350' right of way would ever be in the picture! Following are 12 reasons we are animatedly opposed to the bypass or "RED" route:

1) We moved to our current location with the intent of getting away from highways and busy thoroughfares - we would never have dreamed of building a home on, let alone near a state highway yet those businesses or residents that built or purchased on State Highway 380 did so with full knowledge of risk of future expansion, improvements and other changes.

2) A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- 3) This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
- 4) Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.
- 5) The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.
- 6) The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.
- 7) From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
- 8) Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.
- 9) TxDOT's own study shows the new or "green" alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.
- 10) The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It's eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.
- 11) Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.
- 12) Impact on the environment in one of the most beautiful parts of the State of Texas are inevitable - wildlife, nature, trees, watershed and estate properties.

Lori and I love living in McKinney - we want to stay here the rest of our lives. McKinney reminds us of where we grew up in Iowa but without the drastic winter weather. **If a bypass goes through our property it's likely we lose a legacy that would otherwise one day be passed on to our children in addition to uprooting us, destroying our property value and essentially ruining a lifetimes work, not to mention the impact on rescued horses and the environment.**

Many others all along the bypass share the same potential fate as Lori and I - I implore you to keep 380 on 380 and tell TxDOT "NO BYPASS" in our city. (Ironically what the cities of Prosper and Frisco have already done)

58. Lydia La Fratta

Dear Mayor Fuller,

I am a McKinney resident concerned about the 380 bypass. I live in the Timber Creek neighborhood, which would be very much affected by a bypass. When my husband and I moved to this area from Idaho, we selected a new house in a beautiful neighborhood that is truly unique by nature, far from the current US Hwy 380. We never dreamed that we would live right next to a major road. We and our neighbors made a deliberate choice to not live right next to a major road. A bypass would transform our neighborhood for the worse.

My husband and I submitted comments this past year expressing our support for keeping 380 on 380. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. We were told that TxDOT would present options to us and that we would have a chance to vote-- not that TxDOT would just decide for us.

With all of the new developments along the 380 corridor, 380 will require a significant investment. Traffic on 380 has increased so much since we moved here two years ago. We see accidents or near-accidents often on 380. There are only going to be more stores and restaurants added. A bypass would not help any of this-- these stores are right on 380, with people turning in to parking lots right from 380 itself.

It's time to fix 380 on 380.

59. Maria Mercer

Mayor Fuller,

I remember the first time I saw you in one of the 380 bypass meetings back in 2017. I felt a sense of hope, 1st of all because you were clearly basing your campaign on being against the 380 bypass – but also because you seemed like such a departure from the “normal mayoral type”.

I am embarrassed to say that your campaign was the first and only one that I have ever been actively involved in – which is shameful given my age 😊

I felt that we were on the same team and had a united purpose.

Over the past 18 months, I can say that I have been disappointed in the results and your position on the 380 bypass. Your position has completely changed and I have lost faith.

Here are just a few of the reasons why you should not be actively pushing the 380 bypass agenda.

Given these reasons, I respectfully ask you re-consider your position on the 380 bypass and support the expansion and build out of 380 instead.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options." ^[1]_[SEP]

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Clearly, your constituents have given you their opinion. Why are you not representing and advocating on their behalf?

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill. This clearly seems like a conflict of interest.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic. Shouldn't we focus on 380 since this work MUST be done anyway? The build out of other routes can be considered after the improvements to 380 have been completed and you have more data to support the addition of other roads/bypasses.

Finally, if the west 380 Bypass route is chosen, it will entail the removal of ManeGait Therapeutic Horsemanship.

I can't imagine the poor press McKinney would receive if that happened. I will plan on assisting the owners of ManeGait in whatever efforts necessary to ensure that the public is fully aware and campaign on their behalf to sway the decision.

Please do what is right and expand the current 380 footprint.

Put this bypass nonsense to rest and fulfill your campaign promise.

Thank you for your time.

60. James and Kerstin Marek

Dear City of McKinney:

I would like to strongly voice my opinion on the 380 Bypass! Not only does the Bypass go against McKinney's 2040 plan (which was literally just passed in October 2018) – but I strongly feel it will be a worthless and costly effort. I don't believe a Bypass would reduce traffic on the existing 380, and would only destroy nature, homes and neighborhoods that didn't ask to be in the path of this potential MONSTER of a Bypass! We didn't buy on 380, we don't WANT to be on 380! Additionally, due to the growing retail that is sprouting up along 380 and bringing increased traffic, there is no way that the City doesn't (regardless of a Bypass or not) need to spend a substantial amount of money on improving the current 380 so why even consider spending that money twice?

The entire process seems a little shady and the opinions and support toward or against a Bypass (from both TX DOT and our City Officials) seem to change. As shown from the Spring and the unofficial Fall surveys, the results indicate an overwhelming majority of folks prefer to keep 380 on 380. If a majority of our Residents prefer this option, why does the City and TX DOT keep pushing a Bypass on us if it isn't potentially politically motivated in some way?

As a resident of McKinney I urge you to protect our "Unique by Nature", protect the families that have land they love and care for in McKinney, refocus on fixing 380 ON 380 and protect neighborhoods that would be directly impacted by this Bypass MONSTER!

Thank you for your time, I hope my voice matters.

61. Karen Barker

To whom it may concern,

I would like to address with you concerns about the proposed 380 bypass.

A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options." ^{[[[}SEP]

This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. This should be our choice and we should have a vote considering it is impacting us as homeowners!

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

"Unique by Nature" isn't that what McKinney is supposed to be? I am not the only one that purchased my home for the nature aspect around it. Everyone in our community did and now you want to take it away. This should not be up to the city to choose.

You are taking way the Nature out of McKinney! Let us keep our beautiful Nature

62. Natalie Nordman Mays

Mayor Ray Smith and others,

I am a Prosper resident in Whitley Place and have been following the 380 issue closely. I find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frisco in 1989 and Frisco was only 3500 people. By building out 121 as it is today, Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being needed to help with traffic but the problem with this is it won't help the current problems on 380. People use 380 to go east/west and then south. Thus building a road that is north of there won't help solve the problem we have. The outer loop is being built to help with the future traffic further north, not more that 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east-west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West which is what is needed. By building a bypass you are not fixing the problem as people will continue to drive east and west to get to McKinney and Frisco. Highway 380 has a F rating and a bypass will not fix that. Fixing 380 on 380 is what's need to keep us safe and also not impact those residents that bought away from a highway.

In closing, please take the time to think of how to fix this problem correctly and not just add more roads that will not fix the current issue and take all the money away from fixing 380 - which is what is needed. Also McKinney has failed to plan for the future and that should not be allowed to harm Prosper residents and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be fixed correctly by keeping 380 on 380.

63. Haley Katherine Hill

Good Morning Mr. Fuller,

I am writing this email in regards to the 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a resident of a McKinney neighborhood that will be directly effected by the potential 380 bypass (Pecan Ridge) I urge you to reconsider. As someone who has purchased their home in McKinney in the last year, and plans to raise a family and build a life where I have placed these new roots, I had plenty of options to purchase a home near 380, but wanted to avoid the traffic and congestion that is often present. It is extremely distressing to think that our traffic congestion, sound, property value, and air quality around our neighborhood will be negatively impacted if this bypass is built.

The amount of residents that will be directly impacted by a new bypass, instead of just increasing the of the current road makes no absolutely no sense. I don't personally feel that 380 will become less congested as a result of this bypass, it only adds more cost in building an entire new bypass in addition to maintaining the current condition of 380. There are too many established businesses/retail for a new road to simply divert the majority those that would have traveled on 380 to a new bypass anyways.

Please also consider the arguments below:

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Please listen to the voices of the residents that will have to deal with the consequences of this decision. We don't want this bypass, and it does not make sense when there is a road already built that can be fixed where it stands.

64. **Nick Nordman**

Ray,

I know we have talked about this in person in the past and at multiple meetings at the City and HOA meetings. I am following up concerning the 380 issue as we have heard things are proceeding forward and that there is push from Mayor Fuller and others for the bypass against the wishes of Prosper. I know you are working on this to keep 380 on 380 as the only viable option going forward. Below are some of my thoughts on the issue. I just want to make sure that McKinney and TXDOT are not just pushing for a short term plan and not the best long term plan. Because a bypass does not fix the current issues on 380. We need to tackle that problem and then use the outer loop and arterial roads to help with the future build out of Collin County.

I feel I have a different view on this topic as a home owner in McKinney, Frisco, and Prosper. I truly believe in this area and have invested in multiple properties.

I truly find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frisco in 1989 and Frisco was only 3500 people. By building out 121 as it is today The area of Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being need to help with traffic. The problem with this is it won't help the current problems on 380 as people use 380 to go east/west and then south. Thus building a road that won't help solve the problem we have. The outer loop is being built to help with the future traffic further north not more than 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West and the area north builds out and fix 380. By building a bypass you are not fixing the problem as people will also drive east and west to get to McKinney and Frisco. Highway 380 is has a F rating and a bypass won't fix that, you need to fix 380 on 380 to help keep us safe.

In closing please take the time to think of how to fix this problem correctly and not just add more roads that won't fix the current issue. Also McKinney has failed to plan for the future and that

should not be allowed to harm Prosper resident and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be fixed correctly on 380 and not just building another road that won't solve the true problem which is making HWY 380 a safe road to drive on.

Twitter

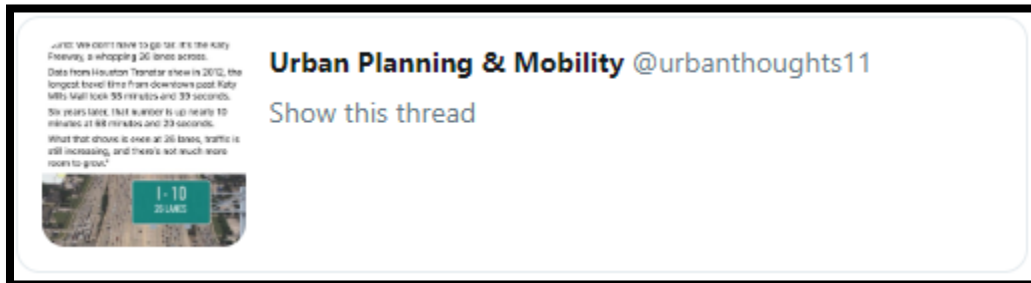
1. Fort Worth drivers in a jam with one of the worst commute times in the country – Dallas VideoFest (@videofest)



This is a direct result of decades of failed leadership from @NCTCOGtrans and @TxDOTDallas, who continue to refuse to implement best practice urban transportation planning policies. Just more & more highways, generating unsustainable induced congestion. – Wylie H Dallas (@Wylie_H_Dallas)

2. Any chance that @NCTCOGtrans and/or @TxDOTDallas will adopt commonly accepted best practice urban mobility plans & policies... ever???? 😊 – Wylie H Dallas (@Wylie_H_Dallas)

3. “More lanes!” isn’t the answer @TxDOTDallas @NCTCOGtrans – Philip Goss (@gosspl)



more surface streets is part of the answer, as well as the shorter trips and compact land uses they foster. – patrick kennedy (@WalkableDFW)

4. New lane closures are planned for this week as part of the @keep30360moving Interchange Project and the @TxDOT SH 360 Widening Project: <http://ow.ly/P0K130o5Oy1> – City of Arlington (@CityOfArlington)



Facebook

1. Freeway closure alert! Avoid these freeways near DFW Airport this weekend:
<http://bit.ly/2tMeusG> – NCTCOG Transportation Department



Take TEXRail instead! – Tarrant Transit Alliance

Tarrant Transit Alliance just say NO to mass transit! Can't get where you want, nor when - and it is a huge cost to society which FAR outweighs any perceived benefits. – Phil Neil

it's nice to have a choice – Chris Wyatt

Just one more reason I will start flying Southwest out of Love Field – Doug Holladay

Public Meetings & Forums

Email

1. Stephen Endres

The Texas Department of Transportation (TxDOT) will conduct a Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

Property owners within 1,000 feet of a new alignment segment will be sent the attached notice with location map.

The MAPO will be held on

Thursday, March 21, 2019

6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

2100 Bloomdale Road

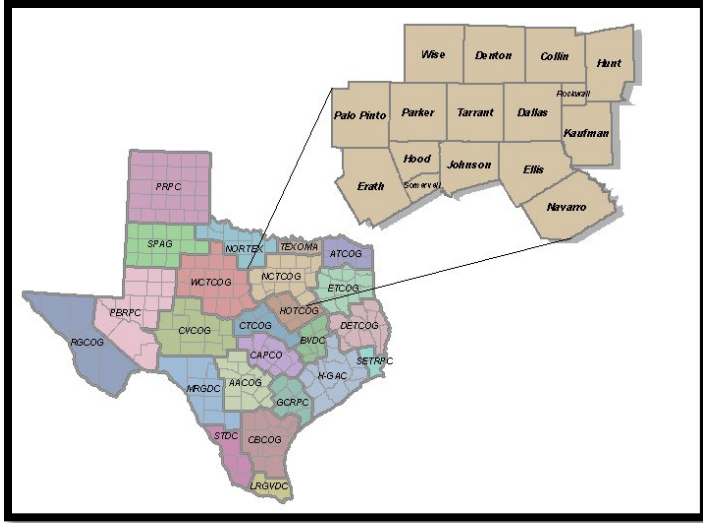
McKinney, TX 75071

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. If you have any questions please call me.

Attachment 3

Twitter

1. Attending the March 2019 meeting of the Regional Transportation Council(RTC)
@TrinityMetro @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @DFWAirport
@TarrantTransit – Sal Espino (@SAL_FW)



Transit

Twitter

1. @TrinityMetro's Melissa Chrisman is the featured speaker at the next @35WCoalition Quarterly Meeting tomorrow 10 am, Fort Worth Alliance Town Center. @CityofFortWorth @TarrantCountyTX @FTWChamber @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



2. Very good points about the case for transit funding in Texas. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @FTWChamber @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)



3. Great Friends of Transit Mixer this evening by @TarrantTransit. Special guests from @CityofFortWorth Susan Alanis, Asst City Manager & Chad Edwards, Mobility & Innovation

Officer @TrinityMetro @TarrantCountyTX @FTWChamber @NCTCOGtrans
#TransitMovesFortWorth #RideTrinityMetro – at Locust Cider – Sal Espino (@SAL_FW)



4. It was good to be on a panel for LeaderPrime from @LeadershipFW w/Dan Kessler of @NCTCOGtrans & Reed Lanham of @TrinityMetro. Discussed transportation including transit. @CityofFortWorth @FTWChamber @NTxCommission @TarrantCountyTX @TarrantTransit – Sal Espino (SAL_FW)

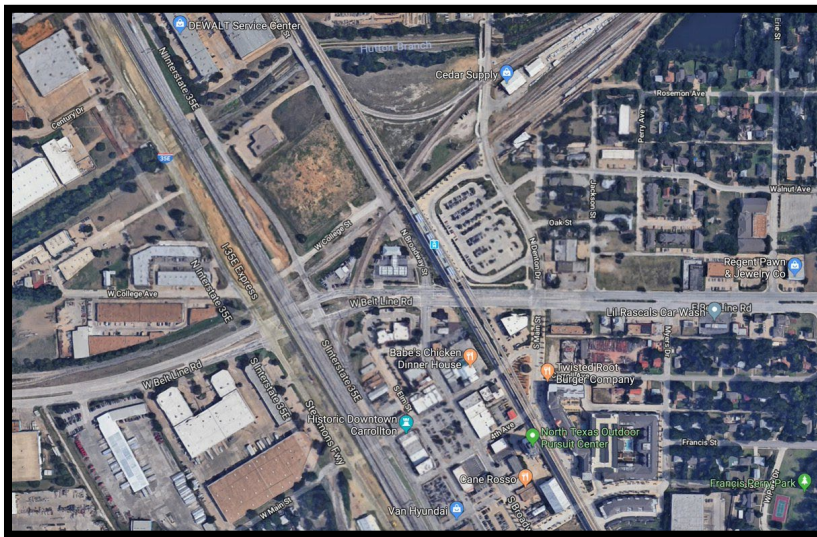


5. On behalf of @TrinityMetro, great to travel to @VisitAustinTX w/@CityofFortWorth Councilmembers @AnnZadeh & @carlosfloresfw for @TarrantCountyTX Days on @vonlanemotors. Great supporters of transit & transportation! @FTWChamber @NTxCommission @NCTCOGtrans @fwhcc @FWMBCC – Sal Espino (@SAL_FW)



Best way to go! – mitchwitten (@mitchwitten)

6. Downtown Carrollton could become quite a transfer nexus between DART's Green Line & SILVERLINE, DCTA's A-train & potentially a new Prosper/Frisco-Los Colinas/Irving line on the BNSF Madill Subdivision proposed in @NCTCOGtrans 2045 plan. Needs better land use for housing & retail. – RAIL Magazine (@RAILMag)



Also from the article: if TRE goes full Stadler too, there could potentially be a unified DFW maintenance facility – Ben She (@bensh__)



Seems like alternating Ft Worth to Plano runs with trains to the airport would make sense....or a turning loop at the airport...? – John Kaestner (@jfkkaestnerjr)

DFW is becoming a substantial transfer facility already, I hope there's a plan for upgraded cross-platform transfers in the future – Ben She (@bensh__)

Facebook

1. Do your part to protect our beautiful Texas skies. Try carpooling, combining your errands, and leave the extra cargo rack at home. #DriveCleanTexas – NCTCOG Transportation Department



And take DART's, Trinity Metro's, and DCTA's trains and buses whenever you can, too!
– Paul McManus

Always solid advice! – NCTCOG Transportation Department

Other

Email

1. **John Woolridge**

Hi there!

I appreciate you all taking this initiative, and offering the public a way to provide input so easily. I love our state, and this is one of the many reasons why. I know this e-mail will find its way to the right folks and make a difference!

Early Monday morning, two people in our community died, yet again, due to wrong way driving.

One of them was someone close to many people across the United States, Sydney Leigh Dew. She came to Texas from California to find happiness and hope.

She was driving the wrong way, headed east bound on highway 183 in Irving, near Beltine Rd. on early Monday morning, February 25th at around 3AM CT.

<https://www.dallasnews.com/news/traffic-accidents/2019/02/25/2-killed-wrong-way-crash-state-highway-183-irving>

As most places in Dallas, this area is full of constant, slow, construction, and confusing "double" service roads and on-ramps, mix-masters, and highway dividers that can conceal areas to the drivers with the combined issue of little to no lighting. Nothing we haven't seen before in DFW.

In this preliminary call-to-action on behalf of her friends and family across the United States, I ask you to include this area in your scheduled phases of wrong-way driving prevention in Dallas. This issue has plagued our city more than it should have.

After a brief tour of this area, we have determined that proper signage was lacking, and the design of the roads could leave drivers to an easy misconception of their location, especially at night. See the included picture I have attached of the area just prior to Ms. Dew's fatal accident.

This is one of many areas that need improvement on this stretch of 183 between George Bush and after Beltline Road & 183.

This picture is facing west, showing the service road east bound lanes (pictured far left), and the additional service roads/on-ramp (pictured left) of highway 183. On the right are the west bound lanes of 183, blocked by at least 3 barriers and few highway lights.



As you can see, this area would easily confuse drivers at night that they are in the proper lane, thinking they are in the right lane with a service road on the right. To their left would be what they could conceive as the left lane, followed by the left lanes service road further left.

No signage nor lighting is provided in these areas other than small wrong way signs on the reverse side of exit ramp signage.

Please pass this on to whom it may concern and keep us posted on the changes that might be taking place. We would like to be a part of the discussion and help make our roads safer in the memory of Sydney.

Thank you!

John & friends

Corrections:

She was driving the wrong way, headed WEST BOUND in the east bound lane on highway 183 in Irving, near Beltline Rd. on early Monday morning, February 25th at around 3AM CT.

Updated picture:



Here is another picture of the approximate accident location in relation to the picture include in the previous e-mails:



2. Nancy Kubisch

To whom it may concern,

Seven years ago we moved to Cowley, Texas, to a house in the N. Crowley Cleburne subdivision. My husband and I accepted the railroad tracks and the school buses parked on the corner.

In the last couple of years the exit out of our subdivision has become a nightmare. Many houses have been built off Cleburne and Hulen roads. These poor people have no exit out of that area but N Crowley Cleburne Road to get to Crowley Road, Risinger Road and Highway 35. Why is Risinger Road closed after Crowley Road? Why are there trucks parked on that fenced street? Is someone getting paid to block this exit?

My husband and I are retired, but we still need to go into Crowley to shop or volunteer. Last week at 8 o'clock, cars were bumper to bumper almost to Cleburne Road. It took me 15 minutes just to get on Crowley Road. I was lucky that there wasn't a train coming. I feel sorry for those people who have to drive to work every day. More houses are being built in the area, so there is going to be more traffic.

I am contacting you in hopes that something can be done to remedy this problem.

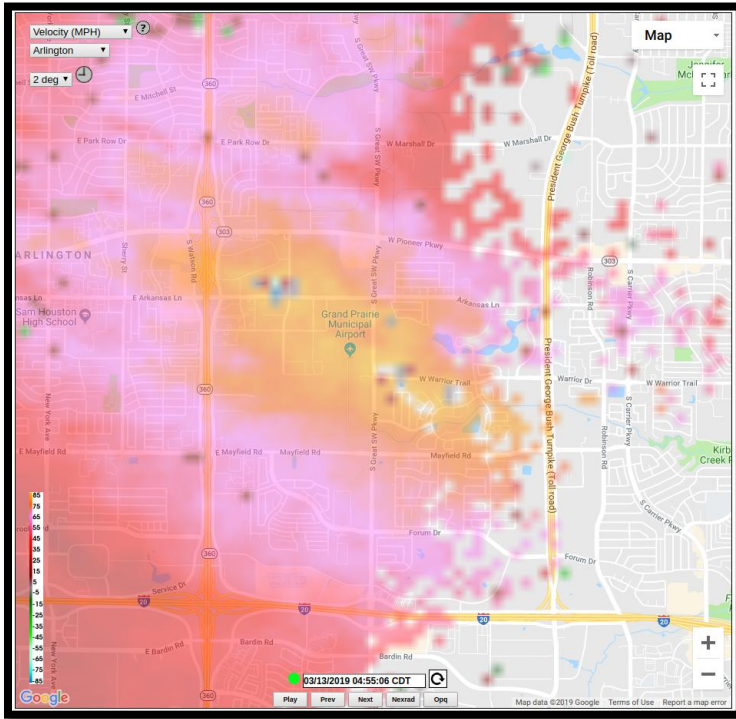
Thank you for your co-operation.

Twitter

1. @TrinityMetro was part of panel for LeaderPrime, a @LeadershipFW program for CEOs & leaders new to @CityofFortWorth Took TEXRail from T&P station to the North Side. Thank you Mayor Barr, Harriet Harral, & Joanna Crain! @NCTCOGtrans @FTWChamber @NTxCommission @TarrantTransit – Sal Espino (SAL_FW)



2. The Grand Prairie airport received a large swath of winds over 80 MPH on the velocity data from UT Arlington. The beam is less than 350' off the ground there. #dfwxw @NCTCOGEP @NCTCOGtrans – CASA Radar (@casaradar)



Facebook

1. CAPPa at UT Arlington planning students, the NCTCOG is hiring! Check out the #NCTCOG website for summer internships and entry-level planning positions!

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Latest Job Listings Include:

Transportation/Air Quality Planner I - Air Quality, Clean Fleet and Energy Program - ARLINGTON, Texas

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Transportation/Land Use Intern - Sustainable Development - ARLINGTON, Texas

.

Environment and Development Planner - ARLINGTON, Texas

.

GIS Technician - ARLINGTON, Texas

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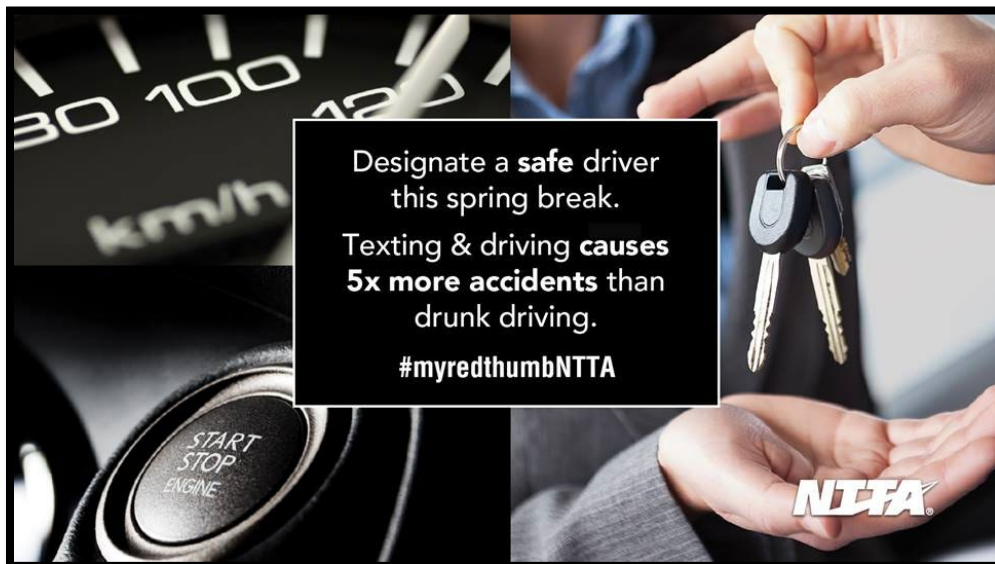
#jobs #internships #interview #planning #resume #DFW #careers NCTCOG Transportation Department NCTCOG Environment & Development #cappa #UTA – Student Planning Association at UTA

2. Don't wreck spring break. Eliminate distractions while driving. #MyRedThumbNTTA – NCTCOG Transportation Department



Would like to see the language in these promotions change. It's not an "accident" when people willfully use their phones while driving. It's negligence. #CrashNotAccident – Suzi Rumohr

3. Designate a driver on all your spring break adventures! #MyRedThumbNTTA – NCTCOG Transportation Department



Disappointed by the use of the word "accident" in these posts, which makes it sound like these crashes cannot be prevented. Why not use the word "crash" or "wreck" instead? They're shorter words, people understand what they mean, and they don't dismiss someone's negligent driving as a mere "accident." – Suzi Rumohr

How a Bypass Will Destroy a Ranching Community on CR 331 and FM 2933

From the Guiding Principles of the ONE McKinney 2040 Master Plan, approved in October 2018:

ASSETS [celebrating our culture and landscape]

McKinney's natural landscape (its trees, open spaces, topography, streams, and natural areas) continues to enhance the character of the city and the daily experience of residents, employees and visitors throughout McKinney.



It was noted during the Fall 2018 public meeting that the least number of public responses regarding Expanding 380 came from the proposed red route area that is east of Hwy 75, running southeast across CR 331 toward FM 2933 and then turning south along FM 2933. This is an area of picturesque working cattle and horse farms, as well as crop-producing land (soybeans, hay, corn, etc.). These roads are used weekly by cycling groups for training and competition as well as for recreational purposes. FM 2933 and CR 331 are also daily used by farmers transporting hay, cattle, and agricultural products to market as they were originally built to do. Because properties here range from a minimum of 10 acres to several hundred, our population is much lower and cannot compete with the number of protests generated by large neighborhoods. As this rural landscape is an area in the ETJ, we do not have representation. If the red route is built in its current proposed alignment, you will destroy this area of farms and natural beauty, so highly prized in ONE McKinney 2040.

The spring and fall 2018 surveys conducted by TXDOT showed that a strong majority of residents and local business owners voted for the Green alignment along existing US 380. Commuters routinely look for the most direct route to their destination (primarily Hwy 75-S and 121-S) which 380 provides. This has been the acknowledged major east/west route for many years. ONE McKinney 2040 designates it as a Major Regional Highway, and we support the plan as adopted in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

With the outer loop only partially built, there is no data for how much relief a bypass would provide. Is it wise or fiscally responsible to build one without that knowledge and with no published traffic studies? We have to look no further than Denton's little-used bypass. At the working city council meeting on Monday, October 15 it was acknowledged that 380 will be improved regardless of whether a bypass is built. That's quite a price tag that no one seems to be addressing.

When we moved to McKinney in 2009, we deliberately searched for a retirement property that was well away from both 75 and 380. Our farm is 2 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. In March 2018 we were finally able to begin construction on our home. Three weeks later the bypass proposals were announced, two of which (yellow and red) would cut our farm in two or cut off the front of our farm and those of our neighbors along FM 2933. We were further shocked when NTMWD's plan to build a sewage treatment plant 1/4 mile up from us was leaked (no pun intended) and confirmed by Ms. Raglon when she said the yellow route had been eliminated to accommodate the plant.

Because we live in the ETJ (not by choice) we have no representation or protection. It appears that the best we can do is emphasize our support for FIXING 380 on 380, or provide input in the hope that some adjustment will be made to the red

alignment (if chosen) to preserve our neighborhood of farms if not the peace, quiet, and night sky we treasure and expected to enjoy for our remaining years.

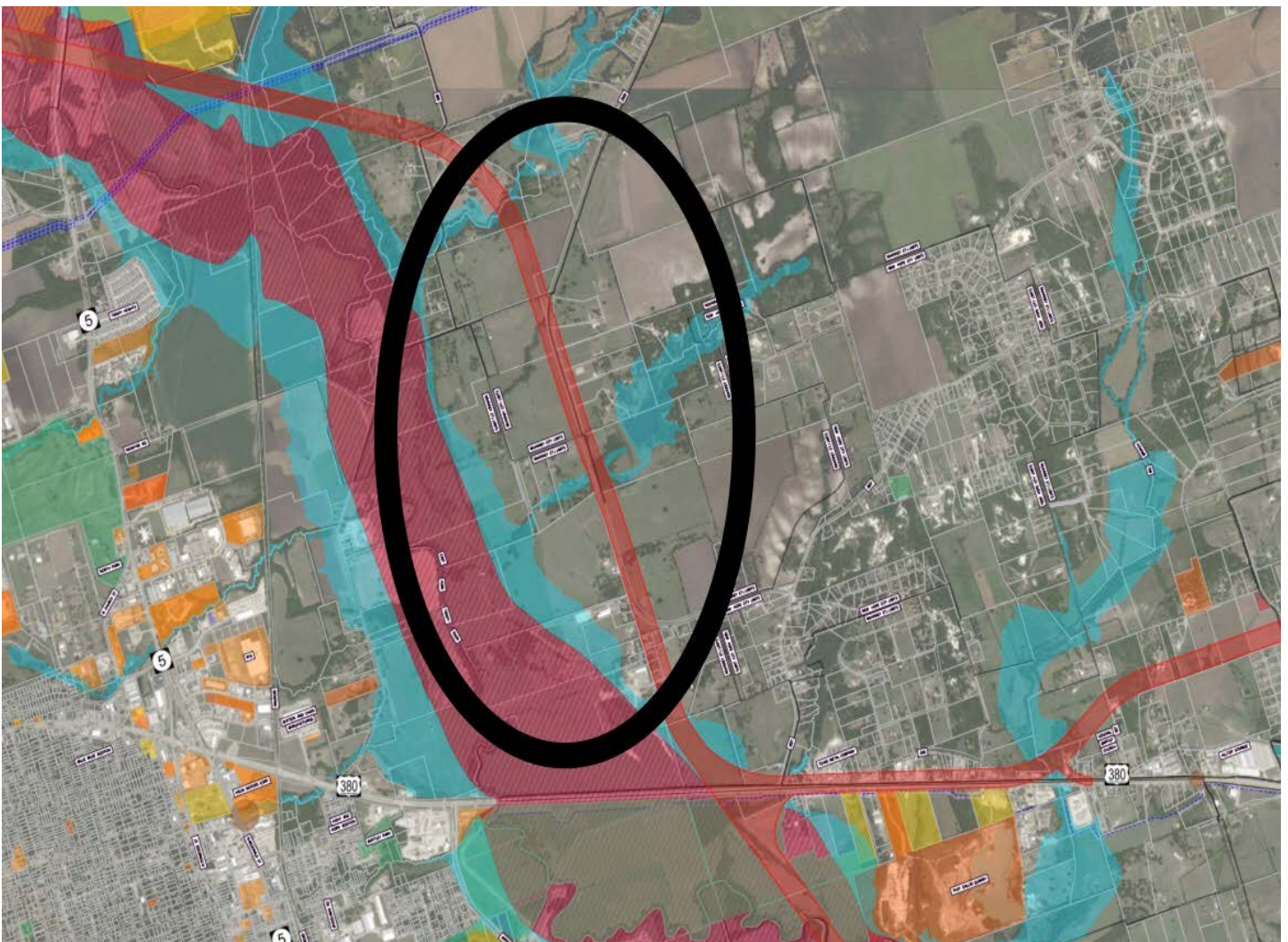
Best choice: Expand 380- It is the clear wish of the majority of residents and business owners.

Finish the outer loop before building a bypass - see if it alleviates traffic issues first before committing funds for yet another road, particularly one so close to the outer loop.

If all else fails:

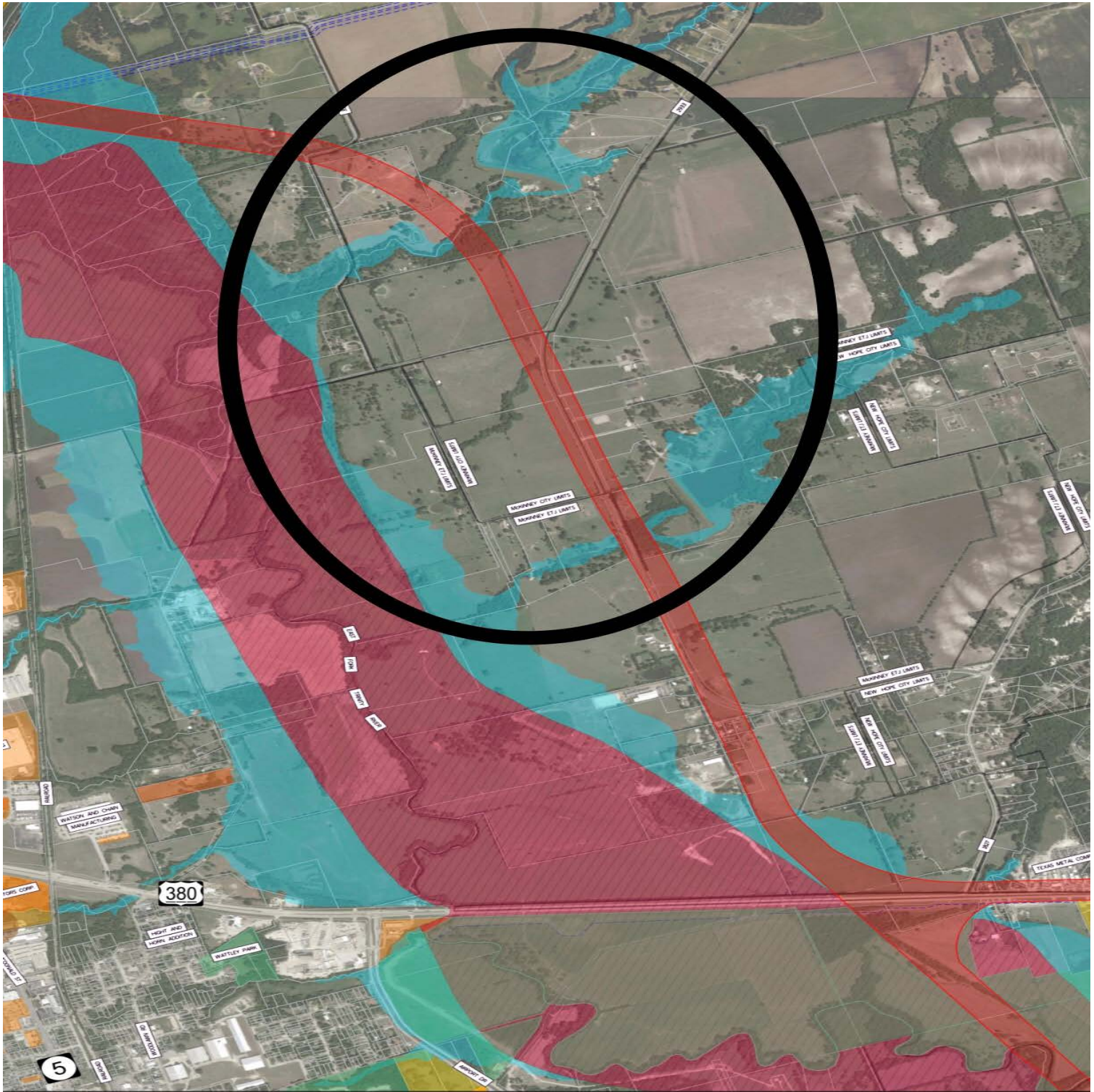
Move the red alignment east of Hwy 5 and north of 380 into the floodplain- it is a short section and will preserve the working farms and businesses (see **photo A**).

PHOTO A



Last resort: If the red route gets further study, please **modify the stretch that curves from the floodplain onto FM 2933** (see **photo B** – following page).

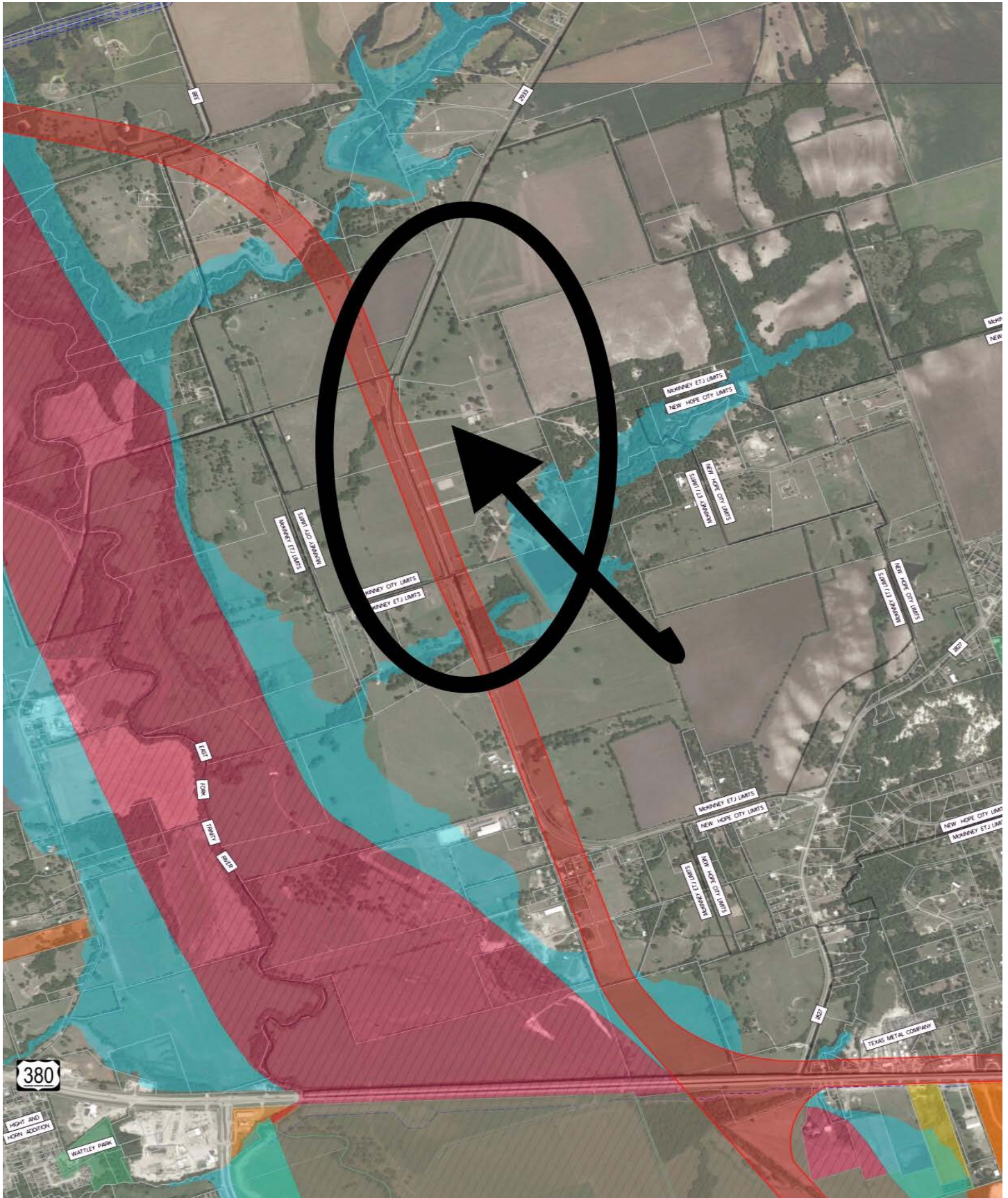
PHOTO B



As currently drawn, this alignment cuts off the front of our farm and those of our southern neighbors. For us, that means losing prime hay production acreage and the resulting income, our stone gate, pasture for the registered Shorthorn cattle we breed and produce, and secure pipe fencing for our cattle. A pet cemetery and a hand-dug 1800s stone well will be next to the bypass- if not under it- as will our home. We will lose mature, producing pecan trees as well as Texas ash trees that we planted for pasture shade and as a buffer against FM 2933 (see **photo C**). We would be forced to reduce our cattle production due to loss of land, resulting in a loss of needed income. Our neighbors will lose an equestrian center, bee and honey production, pasture for horses and cattle, hay production, and one would end up with a bypass nearly in their living room. In addition, the noise and light pollution will dramatically change the quality of life for the residents of this area.

Photo C – continued on next page:

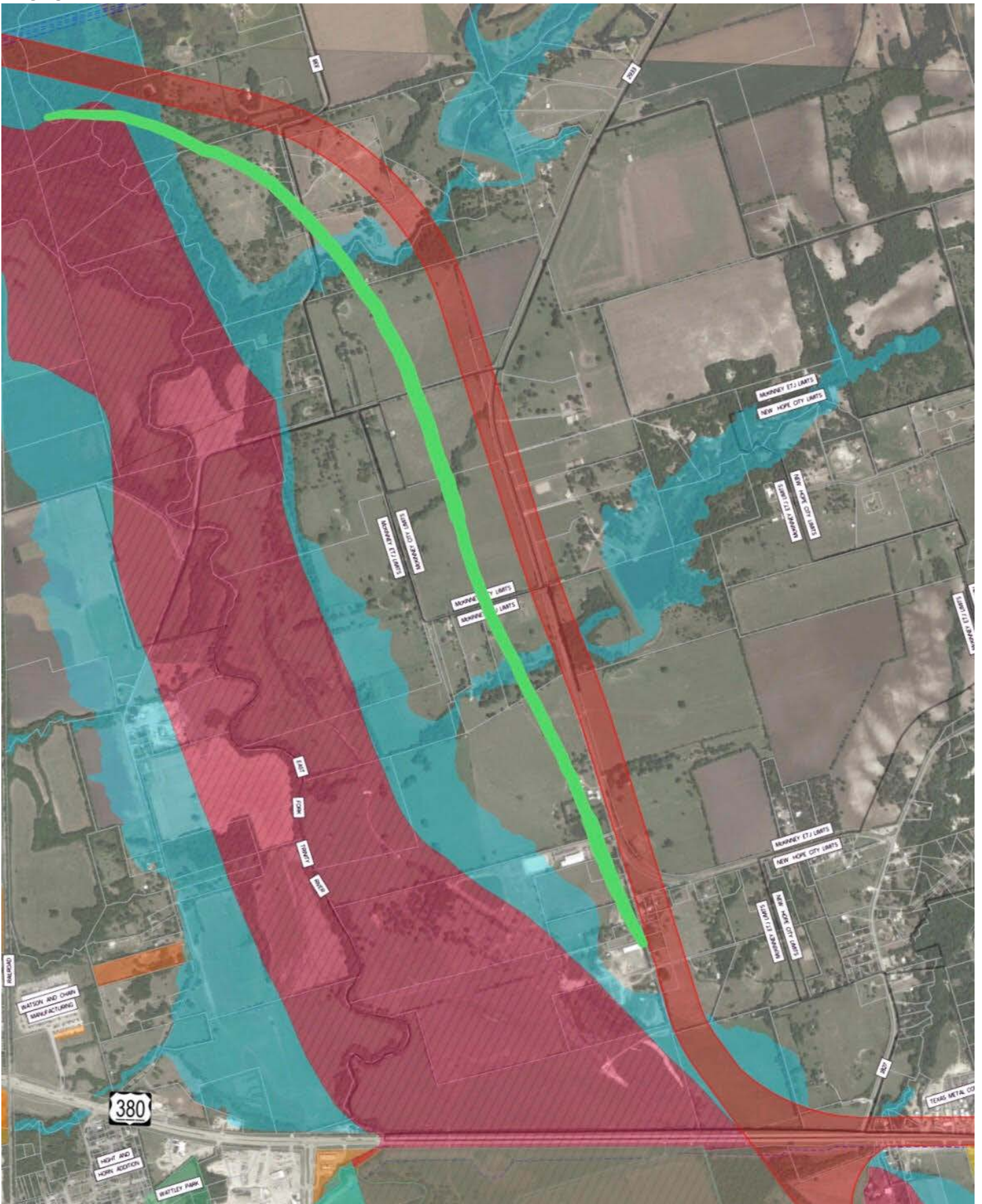
PHOTO C



The property owner on the west side of FM 2933 across from us is absentee. She lives in Dallas and has never resided on the property. Her son has reported an "organic farm" on the tract but there is no farming in production. The caretaker's house, cabin, and small garden plot appear abandoned. **We propose that the red route shift west to be completely on**

that side of FM 2933 as there are no lived-in structures or businesses that would be lost on that section of the property (see Photo D – following page).

PHOTO D



Protect the community water line that runs from the south to the north along the west side of FM 2933 This extensive water line supplies us, our neighbors to the south, and on around to CR 331 and CR 338. It would have to be moved with the current alignment. The individual property water supply lines run east under FM 2933 from that main line on the west side of 2933. Additional right-of-way space would need to be added on the west side to protect those lines **(also photo D)**.

A final thought: the geographical boundary of the east fork of the Trinity River has thus far prohibited development in this part of the county. Population projections show this area will not increase much in years to come. Property owners, therefore, will not be able to rely on development to help sell devalued land lost to a bypass that will not benefit them.

Sincerely,
Karen and David Thompson
1974 Bellemeade Lane
McKinney, Texas 75071



US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

TxDOT will conduct a **Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area.** You are receiving this notice because your property is located within 1,000 feet of a new alignment segment.

This MAPO is part of the TxDOT feasibility study for improvements to US 380 through Collin County. The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. The meeting date, time, and location is listed below.

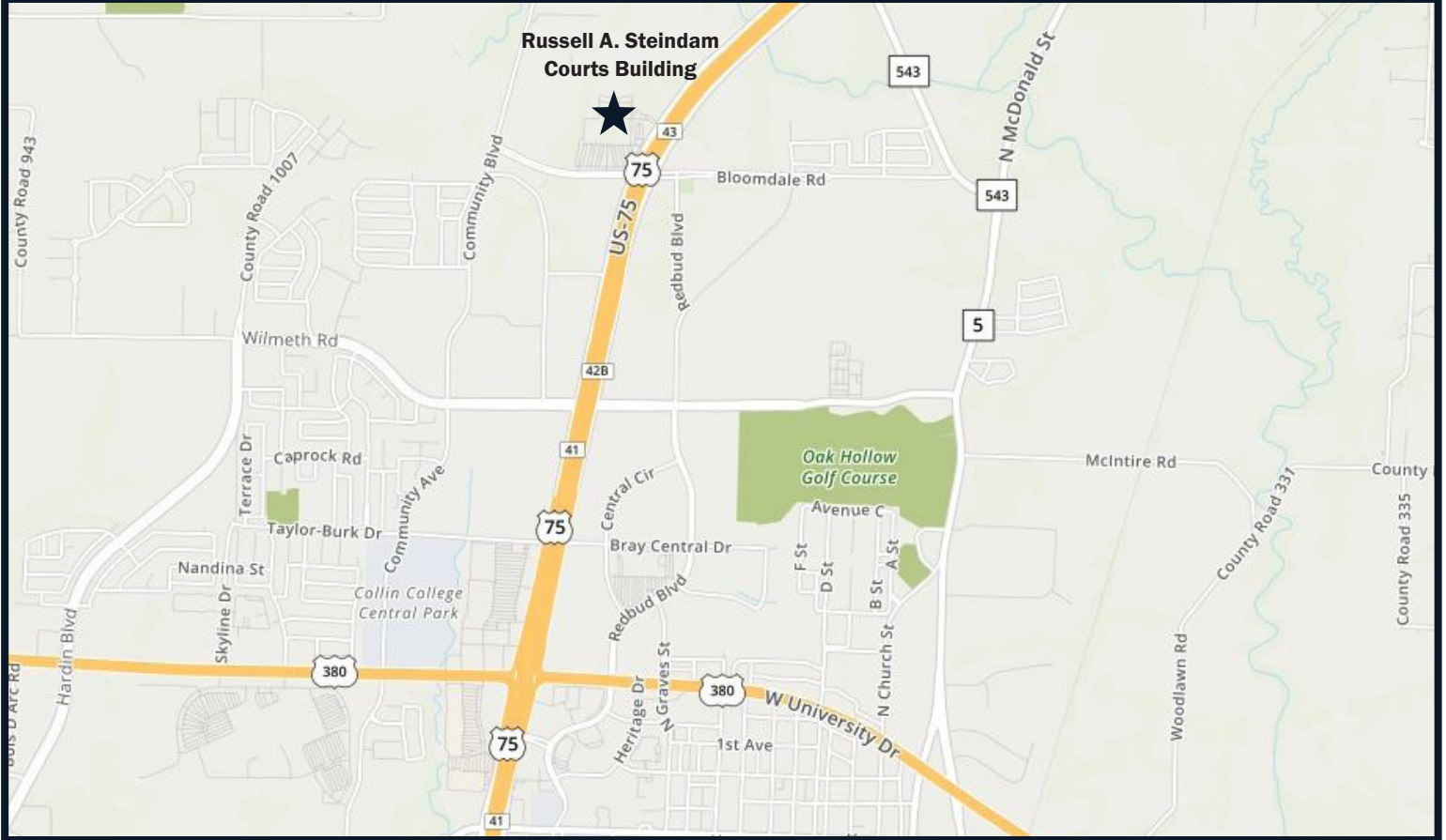
Thursday, March 21, 2019
6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building
2100 Bloomdale Road
McKinney, TX 75071

Study data and maps showing the new alignment segment under consideration will be available for viewing at the MAPO. Written comments from the public are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person at the public meeting or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, April 5, 2019 to be included in the documentation of the MAPO.**

The MAPO will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the MAPO. TxDOT will make every reasonable effort to accommodate these needs. If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by email at Stephen.Endres@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

MEETING LOCATION



★ Russell A. Steindam Courts Building

Jury Room
Thursday, March 21, 2019
6:00 p.m. - 8:00 p.m.

**2100 Bloomdale Road, McKinney, TX
75071**

From the East

- Turn right from E University onto N McDonald Street
- Turn left onto Laud Howell Parkway
- Turn left onto Bloomdale Road
- Follow the road to the right
- Courthouse will be just ahead

From the South

- Take US - 75 N from McKinney
- Take Exit 42B onto Bloomdale Road
- Use 2nd from the left lane to turn left
- Courthouse will be on the right

US Highway 380 Route Comparison Matrix

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option "A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Project Costs Source: Feasibility Update Oct. 4	<ul style="list-style-type: none"> Proposed Green Option is approximately 11 miles in length. TxDOT's estimated cost is \$916 million, or \$83 million per mile. The estimate includes construction, ROW, and utility relocation. TxDOT's \$916 million estimate includes the cost to depress the ROW (approx. 1 mile) between Tucker Hill and Stonebridge Ranch neighborhoods and the required ROW (approximately 4 miles) east of US Highway 75. 	<ul style="list-style-type: none"> Proposed Red Option "A" is approximately 16 miles in length. TxDOT's estimated cost is \$748 million, or \$47 million per mile. The estimate includes construction, ROW, and utility relocation. Is the \$103 million difference in cost between RED Option "A" and "B" the estimated cost to depress the ROW (approx. 1 mile) between Tucker Hill and Stonebridge Ranch neighborhoods? 	<ul style="list-style-type: none"> Proposed Red Option "B" is approximately 14 miles in length. TxDOT's estimated cost is \$645 million, or \$46 million per mile. The estimate includes construction, ROW, and utility relocation. 	<ul style="list-style-type: none"> Red Option "B" appears to be the lowest cost option. However, some of the ROW and utility relocation cost could be reduced with development along the commercial corridor, and other Key Factors may prove the Green Option to be the best option.
Engineering Analysis	<ul style="list-style-type: none"> Depressing the ROW between Tucker Hill and Stonebridge Ranch will reduce the right of way requirement and mitigating noise impacts. Cantilevering the service roads is an important design element in this approximate 1 mile section of the project. The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Arterial Roads...Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive. 	<ul style="list-style-type: none"> Depressing the ROW between Tucker Hill and Stonebridge Ranch will reduce the right of way requirement and mitigating noise impacts. Cantilevering the service roads is an important design element in this approximate 1 mile section of the project. The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Arterial Roads...Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive. Additional engineering or relocation costs may be required to mitigate the impacts related to crossing the two major flood plains (Wilson Creek, and the East Fork of the Trinity River). See related comments under Water Resources and Flood Plains. 	<ul style="list-style-type: none"> The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive. Additional engineering or relocation costs may be required to mitigate the impacts related to crossing the two major flood plains (Wilson Creek, and the East Fork of the Trinity River). See related comments under Water Resources and Flood Plains. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The Green Option and Red Option "A" proposal to depress the ROW between Tucker Hill and Stonebridge Ranch, and east of US Highway 75 will significantly reduce the right of way requirement and mitigates noise impacts for both sections of the project. Cantilevering the service roads is also an important design element further reducing the project's ROW requirements. NEGATIVE IMPACT Red Options "A" and "B": Additional engineering or relocation costs may be required to mitigate the impacts related to constructing new crossings for two major flood plains (Wilson Creek and the East Fork of the Trinity River).
Right of Way (ROW) Requirements	<ul style="list-style-type: none"> The additional ROW requirement for US Highway 380 appears to be minimal when compared to that required for the proposed proposed Red Options "A" and "B". The per foot land costs are estimated to be twice the cost projected for proposed Red Options "A" and "B". The ROW for the Green proposal can meander north and south of US Highway 380's current alignment to minimize any disruption or displacement. 	<ul style="list-style-type: none"> The proposed Red Option "A" will need to purchase the full ROW, which is estimated to require 3 to 4 times the additional right of way required for US Highway 380. 	<ul style="list-style-type: none"> The proposed Red Option "B" will need to purchase the full ROW, which is estimated to require 3 to 4 times the additional right of way required for US Highway 380. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The Row requirement is incremental and has minimal impact on residential properties and communities. The additional ROW may be donated as development and redevelopment of property occurs during the 10 years leading up to the freeway's construction. NEGATIVE IMPACT Red Options "A" and "B": ROW requirements will require the relocation of families and impose significant impacts on adjoining residential properties. Greater weight should be given to the negative impacts placed on families when compared to commercial properties.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option "A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Existing and Planned Utilities	<ul style="list-style-type: none"> This is a 10 to 15 year project. During this period utility will likely experience growth and upgrade their systems to meet customer demand in the commercial sector. Electric utilities will likely be relocated underground as their facilities are upgraded to meet customer demand. Upgrades will likely be installed outside the the proposed freeway ROW. 	<ul style="list-style-type: none"> Existing utilities primarily serve rural McKinney and incorporated properties. Utilities will be updated as growth demands. Commercial growth in this area is likely to lag the growth on US Highway 380. 	<ul style="list-style-type: none"> Existing utilities primarily serve rural McKinney and incorporated properties. Utilities will be updated as growth demands. Commercial growth in this area is likely to lag the growth on US Highway 380. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: Business development and redevelopment along the freeway corridor will cause utility system upgrades and new services during the next 10 to 15 years. Utility relocations not related to the project should be backed out of the project's estimated utility costs. NEGATIVE IMPACT Red Options "A" and "B": The majority, if not all, of the utility relocation costs will not be project related.
Traffic Analysis US Highway 380	<ul style="list-style-type: none"> US Highway 380, proposed Green Option, currently well situated at Custer Road. The highway is positioned halfway between 121 Sam Rayburn Tollway (6.5 miles) and the proposed Collin County Northern Loop (5 miles).. The projects goal is to provide east-to-west and west-to-east traffic relief on US Highway 380. The freeway would be designed to flow through McKinney at freeway speed (70 mph). 	<ul style="list-style-type: none"> Traffic on proposed Red Option "A" will likely be assigned a lower Engineering Service Rating (lower speed limit) due to traffic slowing to negotiate curves west of US 75, between US 75 and US Highway 380's current alignment, and east of Tucker Hill. The Dallas North Tollway between Trinity Mills Road and Keller Springs Road may offer a comparative design. Crash data for this 65 mph stretch of the DNT should be considered and evaluated. 	<ul style="list-style-type: none"> Traffic on proposed Red Option "B" will likely be assigned a lower Engineering Service Rating (lower speed limit) due to traffic slowing to negotiate curves west of US 75, between US 75 and US 380's current alignment, and and west of Custer Road. Red Option "B" has the higher safety risk than the Green and Red Option "A". The safety risk is in the design where Red Option "B" crosses Custer Road at an angle (Reference: TxDOT Alignment Revisions Evaluation 10/04). 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The Green Option will provide a straight line of travel designed for freeway speed, up to 70 mph. NEGATIVE IMPACT Red Options "A" and "B": Red Option "B" has a higher safety risk than the other two options. The road design will likely require lower speed limit on Red Options "A" and "B" to provide safe travel as drivers negotiate the freeway curves and fight to remain in their travel lanes.
Traffic Analysis Arterial Roads	<ul style="list-style-type: none"> US Highway 380 (proposed Green Option) at Custer Road is currently located halfway between 121 Sam Rayburn Tollway (6.5 miles) and the proposed Collin County Northern Loop (5 miles). Conforms with One MCKinney 2040 Comprehensive Plan. The buildout of the Comprehensive Plan's arterial roads north of US Highway 380's current alignment will relieve traffic local traffic issues, including arterials south of US Highway 380. East-west roads north of US Highway 380 (Bloomdale Road, Laud Howell Parkway, and an unnamed arterial) are not currently improved as arterial roads. 	<ul style="list-style-type: none"> US Highway 380's proposed Red Option "A" will be 2 miles north of its current location, which then puts 121 Sam Rayburn Tollway 8.5 miles south and the proposed Collin County Northern Loop within 3 miles to the north. The Red Option "A" interchange with US Highway 75 will be 2.6 miles further north and 1 mile further east of its current location. Does not relieve traffic on Virginia Parkway and Eldorado Parkway as travelers from Frisco traverse the City of McKinney. 	<ul style="list-style-type: none"> US Highway 380's proposed Red Option "A" will be 2 miles north of its current location, which then puts 121 Sam Rayburn Tollway 8.5 miles south and the proposed Collin County Northern Loop within 3 miles to the north. The Red Option "A" interchange with US Highway 75 will be 2.6 miles further north and 1 mile further east of its current location. Does not relieve traffic on Virginia Parkway and Eldorado Parkway as travelers from Frisco traverse the City of McKinney. Increases traffic in the Town of Prosper on 1st Street, Prosper Trail, and Frontier Parkway as commuters travel between Proposed Red Option "B" to Preston Road to travel north. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: Centrally located between 121 Sam Rayburn Tollway and the proposed Collin County Northern Loop. Conforms with One McKinney 2040 Comprehensive Plan NEGATIVE IMPACT Red Options "A" and "B": Increases traffic in Town of Prosper on 1st Street, Prosper Trail and Frontier Parkway. Does not relieve traffic on arterials in McKinney south of existing US Highway 380.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option "A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Existing and Planned Residential Developments	<ul style="list-style-type: none"> One McKinney 2040 Comprehensive Plan Takes a proactive approach to the planning process by reaching out to the community to gather public input in developing its Land Use Plan. 	<ul style="list-style-type: none"> Red Option "A" would create a freeway barrier and negative impacts which are inconsistent with the development patterns and character envisioned by the One McKinney 2040 Comprehensive Plan. For example, the Northridge District is divided creating a north and south Northridge District. The high school attendance area is also divided into an area south of proposed Red Option "A" and the other south of the proposed freeway. Imposes negative impacts on upwards of 11 residential developments many of which are in their planning or construction phase. 	<ul style="list-style-type: none"> Red Option "B" would create a freeway barrier and negative impacts which are inconsistent with the development patterns and character envisioned by the One McKinney 2040 Comprehensive Plan. For example, the Northridge District is divided creating a north and south Northridge District. The high school attendance area is also divided into an area south of proposed Red Option "B" and the other south of the proposed freeway. Conflicts with the Town of Prosper's Comprehensive Plan and the planned residential development in the southeast corner of the Town's corporate limits. This option would impact upwards of 11 residential developments many of which are in their planning or construction phase. This option would also divide the Walnut Grove community. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The Green Option conforms with One McKinney 2040 Comprehensive Plan. NEGATIVE IMPACT Red Options "A" and "B": The Red Options conflicts with and does not support the Town of Prosper's Comprehensive Plan, and One McKinney 2040 Comprehensive Plan. The Options will negatively impact a significant number of yet to be completed residential developments, and the high school attendance area is negatively impacted as well.
Existing and Planned Commercial Developments	<ul style="list-style-type: none"> The project should consider the current businesses located along US 380, but it should be weighted by the fact that this project is 10 to 15 years out and much of US Highway 380's commercial corridor will experience redevelopment or growth under the City of McKinney's 2040 Plan. The City of McKinney should be able to minimize further impacts in the Green Option's commercial corridor. 	<ul style="list-style-type: none"> Existing or planned significant commercial developments are not currently planned along Red Option "A". 	<ul style="list-style-type: none"> Existing or planned significant commercial developments are not currently planned along Red Option "B". 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The commercial corridor will likely go through a transition over the next 10 to 15 years. Impact on commercial properties can be minimized through planning and zoning by the City of McKinney during the 10 plus years leading up to construction. NEGATIVE IMPACT Red Options "A" and "B": Commercial development is likely to occur along this corridor for several years after construction.
Costs and Economic Development	<ul style="list-style-type: none"> Upgrading US Highway 380 to a freeway will have significant costs, including time of delay. However, the economic growth the City of McKinney will experience from the Green Option's commercial corridor will significantly offset the costs associated with the projects construction. Additionally, once the corridor is selected and the right of way defined commercial investment and development will begin. 	<ul style="list-style-type: none"> Red Option "A" will also have significant costs. Economic development will lag the development US Highway 380 will experience. Speculators may begin to purchase property along the corridor but investors will withhold development along the corridor until they are assured a return on their investment; e.g., Red Option "A" is nearing completion. 	<ul style="list-style-type: none"> Red Option "B" will also have significant costs. Economic development will lag the development US Highway 380 will experience. Speculators may begin to purchase property along the corridor but investors will withhold development along the corridor until they are assured a return on their investment; e.g., Red Option "B" is nearing completion. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: While the project will incur significant construction and disruption of businesses during construction, the long term financial benefits and perception of McKinney as a city planning for its future far outweigh the project's costs. NEGATIVE IMPACT Red Options "A" and "B": Economic growth in these two options will be delayed until the freeway project nears completion.
Land Use and Parkland	<ul style="list-style-type: none"> Conforms to One McKinney 2040 plan. Greenbelt Park (future) is planned as part of Wilson Creek's Flood Plain. The Green Option impacts significantly less acreages of land as compared to all other options. 	<ul style="list-style-type: none"> Red Option "A" will negatively impact the On McKinney 2040 plan for trails and open space amenities along Wilson Creek and Stover Creek. 	<ul style="list-style-type: none"> Red Option "B" will negatively impact the On McKinney 2040 plan for trails and open space amenities along Wilson Creek. Conflicts with the Town of Prosper's Comprehensive Plan 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: Significantly impacts less acreages of land. Supports One McKinney 2040 Plan for trails and open space amenities. NEGATIVE IMPACT Red Options "A" and "B": Impacts One McKinney Plan for trails and open space. Conflicts with the Town of Prosper's Comprehensive Plan.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option "A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Water Resources and Flood Plains	<ul style="list-style-type: none"> The bridges crossing the two major waterways and flood plains at Wilson Creek and the East Fork of the Trinity River will require widening or reconstruction to accommodate the the proposed limited access highway and service roads. 	<p>Reference - FEMA revised flood maps for Collin County on June 7, 2017 <u>Wilson Creek</u></p> <ul style="list-style-type: none"> A new bridge would be required at Wilson Creek and its flood plain. <p><u>East Fork of the Trinity River</u></p> <ul style="list-style-type: none"> As Option "A" crosses US 75 a significant bridge will be required as it enters and crosses the East Fork of the Trinity River and its sizable flood plain. The freeway turns south and parallels the east side of the East Fork of the Trinity River. An elevated 3 mile highway may be required through the river's sizable flood plain. The interchange where Option "A" rejoins US Highway 380's current alignment is located within or adjacent to the East Fork of the Trinity River and its sizable flood plain. The design will need to consider the future growth of the river's sizable flood plain caused by growth and development in northern Collin County. <p><u>One McKinney 2040 Comprehensive Plan</u></p> <ul style="list-style-type: none"> Proposed Option "A" will negatively impact the Wilson Creek flood plain which would otherwise give the Northridge District opportunities to incorporate natural open space as an amenity for residents. Trail connections along these creeks would link these newer neighborhoods to the jobs in the Medical District and the people and amenities in Stonebridge Ranch and other existing neighborhoods. 	<p>Reference - FEMA revised flood maps for Collin County on June 7, 2017 <u>Wilson Creek</u></p> <ul style="list-style-type: none"> New bridge would be required at Wilson Creek and its flood plain. The undeveloped lots in Tucker Hill lie within Wilson Creek's flood plain which FEMA defines as a Special Flood Hazard Area (SFHA) - High Risk. Structures located within the SFHA have a 26 percent chance of flooding during the life of a 30 year mortgage. Construction of a freeway through the SFHA may add sufficient water runoff to impose additional risk to current property owners. The freeway and growth and development may expand the high risk SFHA to include additional Tucker Hill properties/homes. <p><u>East Fork of the Trinity River</u></p> <ul style="list-style-type: none"> As Option "B" crosses US 75 a significant bridge will be required as it enters and crosses the East Fork of the Trinity River and its sizable flood plain. The freeway turns south and parallels the east side of the East Fork of the Trinity River. An elevated 3 mile highway may be required through the river's sizable flood plain. The interchange where Option "B" rejoins US Highway 380's current alignment is located within or adjacent to the East Fork of the Trinity River and its sizable flood plain. The design will need to consider the future growth of the river's sizable flood plain caused by growth and development in northern Collin County. <p><u>One McKinney 2040 Comprehensive Plan</u></p> <ul style="list-style-type: none"> Proposed Option "B" will negatively impact the Wilson Creek flood plain which would otherwise give the Northridge District opportunities to incorporate natural open space as an amenity for residents. Trail connections along these creeks would link these newer neighborhoods to the jobs in the Medical District and the people and amenities in Stonebridge Ranch and other existing neighborhoods. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: Will require the widening or reconstruction of freeway bridges and service roads at two major waterways. NEGATIVE IMPACT Red Options "A" and "B": The feasibility may not have used FEMA's revised flood maps for Collin County. The maps, dated June 7, 2017, have enlarged to Special Flood Hazard Area (SFHA) to include the undeveloped lots and a number of homes in Tucker Hill. Runoff from proposed Option "B" and development in northern Collin County may substantially increase the flood area in future years. <p>The proposed Red Options "A" and "B" conflict with the One McKinney 2040 Comprehensive Plan and its plan to incorporate the natural open space as an important resource for residents.</p>

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option "A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Social and Community Impacts	<ul style="list-style-type: none"> Conforms with One McKinney 2040. 	<ul style="list-style-type: none"> Creates an island for residents north of US Highway 380 and south of the proposed Red Option "A". 	<ul style="list-style-type: none"> Proposed Red Option "B" conflicts with ManeGait. ManeGait provides therapeutic horsemanship services to clients throughout Collin County. Creates an island for residents north of US Highway 380 and south of the proposed Red Option "B". 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: Conform with One McKinney 2040. NEGATIVE IMPACT Red Options "A" and "B": Imposes significant unmitigated social and community impacts.
Stakeholder and Public Input	<ul style="list-style-type: none"> Most recent TxDOT citizen survey showed residents in the cities of Frisco, Prosper and McKinney prefer the Green alignment. 	<ul style="list-style-type: none"> Residents north of US Highway oppose the proposed Red Option "A". Many residents south of 380 support the proposed Red Option "A", but their commitment to use the proposed Red Option "A" would be limited at best. 	<ul style="list-style-type: none"> Residents north of US Highway oppose the proposed Red Option "A". Many residents south of 380 support the proposed Red Option "A", but their commitment to use the proposed Red Option "A" would be limited at best. The Town of Prosper is on the record opposed to the proposed Red Option "B" crossing Custer Road. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: The majority of those completing the survey commenting on the five earlier proposed routes support improving US Highway 380 in its current alignment. NEGATIVE IMPACT Red Options "A" and "B": Indications are most people living south of US Highway 380 would no drive north to use proposed Red Alignment "A" or "B".
Proximity to High Schools	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Proposed Red Option "A" conflicts with the City of McKinney's 2040 Comprehensive Plan. Option "A" will divide the plan's Northridge District which does not support the goal of locating school sites where they best serve households with school-age children and follow the development pattern described in the plan's Preferred Scenario. Prosper Independent School District has plans to build a high school on Bloomdale east of Custer. The campus will be located north of the proposed Red Option "A". Students south of Red Option "A" will need to cross the proposed freeway to reach the campus. Some students will travel the service roads from Lake Forest (eastern PISD boundary) to reach the campus. 	<ul style="list-style-type: none"> Proposed Red Option "B" conflicts with the City of McKinney's 2040 Comprehensive Plan. Option "B" will divide the plan's Northridge District which does not support the goal of locating school sites where they best serve households with school-age children and follow the development pattern described in the plan's Preferred Scenario. Prosper Independent School District (PISD) has plans for two high school. one is located east of Custer Road and the other is west of Custer Road. The planned Bloomdale campus east of Custer will be located on the north side of the proposed Red Option "B". Students south of the Red Option "B" will need to cross the proposed freeway to reach the campus. Some students will travel to service roads from Lake Forest (eastern PISD boundary) to reach the campus. The second campus is planned west of Custer Road on 1st Street. 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option: No planned or existing high school sites. NEGATIVE IMPACT Red Options "A" and "B": The proposed options conflict with the City of McKinney's Comprehensive Plan adopted on 10/02.2018. The proposed options also present considerable public safety risks for students residing west of Lake Forest Drive and south of the Red Options "A" and "B". Young student drivers will travel east and west on on the proposed freeway or freeway service roads to reach the campus.
Proximity to Cemeteries	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> There are three cemeteries located west of Custer Road; Horn, Walnut Grove, and Ware. Horn Cemetery lies within 90 feet of the proposed Red Option "B". 	<ul style="list-style-type: none"> MINIMAL COMPARATIVE IMPACT Green Option and Red Option "A": There are no cemeteries within close proximity of the Green Option and Red Option "A" NEGATIVE IMPACT Red Option "B": There three cemeteries within close proximity to Red Option "B".



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

April 2019

Calendar

April 3, 8:30 am

TRTC Meeting

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

April 5, 11 am

DRMC Meeting

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

April 8, 2:30 pm

Public Meeting

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

April 11, 1 pm

Regional Transportation Council

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

April 26, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Regional agreement moves US 75 forward

US Highway 75 in Collin County will soon become more free-flowing, thanks to a breakthrough agreement to add capacity to the crucial north-south freeway.

A plan to improve reliability along a stretch of US 75 between the Sam Rayburn Tollway and Interstate Highway 635 will be moving forward after an agreement was reached between local officials and the Federal Highway Administration. The corridor's under-used high-occupancy vehicle (HOV) lanes (one in each direction) will effectively become general-purpose lanes, although during a narrow window of the time, a small toll will be required.

Because the HOV lanes were built with funding through the Congestion Mitigation and Air Quality Improvement Program, current federal law dictates that they cannot become pure general-purpose lanes. Federal law requires that they must retain an HOV component with the ability for HOV users to move at reasonable speeds.

Officials from the North Central Texas Council of Governments and Texas Department of Transportation met with staff from FHWA to move the project forward. The agreement calls for the lanes to be general purpose (no toll, no HOV requirement) a majority of the time, but to charge southbound single-occupant vehicles (SOVs) using the lane a minimal toll for selected hours weekday mornings and northbound SOVs using the lane a small toll for selected hours weekday evenings.

Vehicles with two or more occupants will be able to use the new lanes without being charged the small toll. The lanes will remain open as non-tolled general-purpose lanes for the rest of the day and weekends, operating around the clock.

TxDOT is completing an environmental review of the corridor and will be ready to begin transition of the HOV lanes in 2019.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



North Central Texas
Council of Governments

Spring outreach season in full swing

The NCTCOG Transportation Department kicked off spring outreach season Saturday, March 30 when staff members visited Fort Worth's Panther Island Pavilion for Earth Party.

Each spring, the department participates in outreach events to talk with North Texans about regional transportation and air quality.

NCTCOG's outreach efforts will continue throughout April, beginning with Brookhaven College's Earth Day Fest on April 3 and concluding with EarthX at Fair Park in Dallas April 26-28.



Spring outreach season is underway and continues through April 28.

At each event, NCTCOG will provide information on its planning efforts, visiting with residents about transportation and air quality programs such as Air North Texas, Try Parking It, aviation education and sustainable development. Air quality is an important component of transportation planning in Dallas-Fort Worth because 10 counties are in nonattainment for ozone and are working to reach compliance with federal standards. For more information, visit www.airnorthtexas.org.

EarthX hosts sirens, schools and shippers workshop April 26

Join the Dallas-Fort Worth (DFW) Clean Cities Coalition, Transportation Energy Partners, and NAFA Fleet Management Association at EarthX, one of the nation's largest Earth Day festivals, on April 26 for a half-day workshop aimed at promoting fleet efficiency in the emergency response, school bus, and delivery truck sectors.

Attendees will have the opportunity to learn directly from peers in these represented industries and hear how to implement clean vehicles and efficiency practices in their communities. Industry leaders will provide their expertise on the financial and environmental benefits, overcoming barriers and strategies for deploying new technologies.

Fleet managers, purchasing officials, sustainability staff and all other interested professionals are encouraged to attend. Join us and be part of the effort to make North Texas a national leader in sustainable transportation. For more information and to register, visit www.dfwcleancities.org/earthxworkshop.

SYSTEM RELIABILITY

Congestion management update underway

NCTCOG has begun updating the region's Congestion Management Process documentation to measure congestion and identify strategies to address congestion on the busiest roadway corridors.

Required for urbanized areas with populations over 200,000, the CMP typically focuses on lower-cost options to reduce congestion.

Examples are:

- Demand management strategies
- Operational improvements to traffic
- Public transportation enhancements
- Intelligent Transportation Systems technologies

NCTCOG will coordinate with its agency partners to develop performance measures and to identify the most appropriate strategies to alleviate both recurring and non-recurring congestion.

The current CMP for North Texas was adopted by the RTC in 2013. The RTC is expected to consider approval of the CMP update by the end of the year. The current CMP and other related resources are available at www.nctcog.org/cmp.

REGIONALNews

Apply for AirCheckTexas assistance by April 8

AirCheckTexas Drive a Clean Machine, a program that has helped more than 71,000 motorists repair or replace their vehicles since 2002, is winding down. The last day to apply for assistance is April 8. Motorists whose vehicles failed the emissions portion of the annual State inspection within the past 30 days or are at least 10 years old are eligible for assistance if they meet certain income requirements. A family of four with an annual household income of \$77,250 or less, for example, can qualify for assistance. For more information on the program, including the income requirements, visit www.airchecktexas.org.

511DFW app upgraded to enhance experience

The region's leading app and website for providing road condition information, 511DFW, received an upgrade in March to improve the user experience. With the improvements, users can quickly access free real-time information on traffic and transit conditions in both English and Spanish. The app also now allows users to access and integrate their personalized My511 account, previously a website-only feature. My511 lets users save frequent trips. As a privacy feature, users can travel to intersections rather than specific destinations.

Other website-only features now available on the app include access to a customizable map, live dynamic message signs (the electronic information signs with traffic updates along highways), and highway cameras that refresh with photos of live traffic at least every five minutes. These features mean users can now scope out their trip before they leave for a destination. Information on traffic speeds for freeways and arterials, weather alerts, bus stops, crashes, road construction, and current and upcoming events impacting traffic are still available on the app. Motorist assistance information for freeways can also be found on the app.

The upgrades to 511DFW still use travel data from other apps, including Google Maps, Apple Maps and Waze to maximize the user experience. The 511DFW app is available in the App Store or on Google Play. Although the app requires a smart phone, anyone with a phone can still call 511 to get the latest traffic information. Visit www.511dfw.org to learn more.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

200,000

Metropolitan areas with populations above 200,000 are required to have a Congestion Management Process. Dallas-Fort Worth's CMP will soon be updated.

PUBLIC *Involvement*

Public to hear long-term planning updates April 8

NCTCOG will host a public meeting in April to provide updates on several transportation planning efforts, including the 10-Year Plan, the 2019 Congestion Management Process, a status report on Mobility 2045 and the 511DFW Traveler Information System. The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 2:30 pm Monday, April 8.

NCTCOG helps maintain and manage funding for transportation projects in the Dallas-Fort Worth region. In December 2016, the RTC approved a 10-Year Plan identifying major projects to be implemented in the region by fiscal year 2026. An updated draft of the project list continuing through FY 2029 and details on the project scoring process will be presented for review and comment.

Additionally, federal regulations mandate urbanized areas with populations over 200,000 must implement and maintain a Congestion Management Process for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements as well as elements and topics to be considered in the CMP update.

Staff will also provide a status report on Mobility 2045, the long-term vision for the region's transportation system. The Metropolitan Transportation Plan guides spending of federal and State transportation funds and includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality. Finally, the meeting will include a demonstration of the 511DFW Traveler Information System, which provides information for the region related to freeways, toll roads, city streets and transit trip planning.

Information on the 2019 spring outreach season, Regional Smoking Vehicle Program and Mobility 2045 administrative revisions will also be highlighted. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

FORT WORTH DISTRICT PARTNERS



PROMOTE *safety*

As one of its goals, TxDOT is encouraging Texans to slow down, pay attention and obey all traffic signs to reduce crashes and fatalities in work zones.

In Texas, there are:

2,500 work zones at any given time

The two leading causes of crashes are speeding and driver inattention.



April 2019

Distracted Driving Awareness

April is National Distracted Driving Awareness Month and TxDOT is reminding Texans to be aware of the dangers associated with distracted driving and to put down their cell phones while driving. In 2018, distracted driving crashes killed 396 people in Texas, or one person every 22 hours. Coinciding with this campaign is National Work Zone Awareness Week, April 8-12. In 2018, there were 25,162 crashes in work zones in Texas.

Bryant Irvin Road at I-20

Construction is complete on the widening of the Bryant Irvin Road bridge over I-20. The project built an additional lane in each direction, added dual left turn lanes for northbound traffic, and improved sidewalks, traffic signals and illumination. The \$4 million project was a collaborative effort between TxDOT and the city of Fort Worth.

Safety Projects

The Fort Worth District is adding shoulders to 81 centerline miles of highway as part of several current and upcoming safety projects aimed at reducing collisions and saving lives. This includes SH 108 in Erath County; FM 4 in Hood County; FM 2331 and FM 3136 in Johnson County; FM 730 in Parker County; FM 2951 in Palo Pinto County; and FM 455,

FM 1655 and FM 1810 in Wise County for a total of \$45 million.

Texas Trash-Off

On April 6, more than 30,000 volunteers will take part in the 33rd Annual Trash-Off, the state's largest single-day litter cleanup event. Part of the Don't Mess With Texas litter prevention campaign, the Trash-Off is organized by TxDOT and Keep Texas Beautiful. In TxDOT's nine-county Fort Worth District, 142 Adopt-a-Highway groups with 2,818 volunteers help keep our roadways free of litter.

 dontmesswithtexas.org

Diversity and Hiring

Encouraging and embracing diversity is important for TxDOT. One of TxDOT's ongoing goals is to ensure an inclusive and diverse workforce that reflects the cultural richness of the people we serve. To that end, TxDOT recently launched a major recruitment campaign to build awareness about TxDOT and its recruitment efforts. Find out more at:

 txdot.gov • diversity

INSIDE:



UPDATE

PARTNERS *in construction*

AWARDED PROJECTS

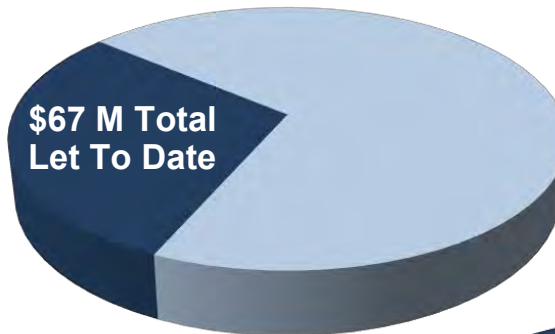
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	FM 51	Water St to Scott Rd Parker County	Pavement overlay & repairs	\$6.7	\$5.9	-12.7
	SH 26	I-820 to Brown Trail Hurst & North Richland Hills	Pavement overlay & repairs	\$2.6	\$2.2	-19.6
	Various roadways	Tarrant County	Striping & pavement markings	\$3.8	\$2.8	-26.2
	Trinity Blvd	American Blvd to SH 360	Intersection improvements	\$4.4	\$4.2	-4.8

PROJECTED PROJECTS

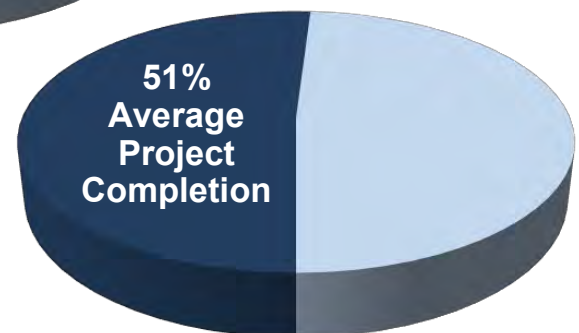
	Hwy	Limits	Type of Work	Estimate (millions)
APR	I-20 frontage rd	FM 1884 to SH 171, Weatherford	Pavement overlay & repairs	\$1.2
	Various roadways	Tarrant County	Concrete traffic barrier	\$1.5
MAY	SH 171	BB Fielder Dr to Old Airport Rd Weatherford	Pavement overlay & repairs	\$0.8
	FM 51	Old Cottdonale Rd to Texas Dr Springtown	Reconstruct & add turn lane	\$18.4
	FM 1655	At County Rd 1480, Wise County	Add shoulders	\$0.2



\$227 M PROPOSED LETTING



FY 2019 CONSTRUCTION*



TOTAL CONTRACTS \$5.1 B

*includes CDAs



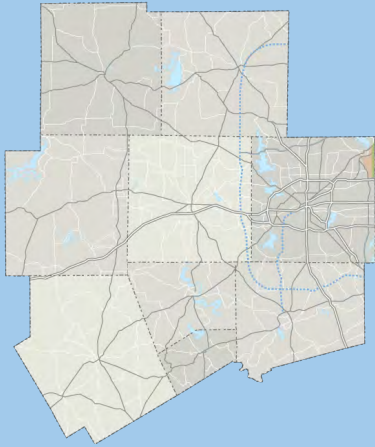
CONSTRUCTION MILESTONE CHECKLIST

Bridges	Completion
First half of Bass Pro Drive	Summer 2019
Second half of Bass Pro Drive	2020
Northbound SH 26 to northbound SH 121 direct connector	Spring 2019
Southbound SH 121 to eastbound I-635 direct connector	Summer 2019
Northbound SH 121 to northbound FM 2499 direct connector	Late 2019
Southbound FM 2499 to southbound SH 121/I-635 direct connector	2020
Westbound I-635 to northbound SH 121/FM 2499 direct connector	Summer 2019
Paving	Completion
Northbound SH 121 frontage road	Summer 2019
Northbound SH 121 to I-635	Summer 2019
Northbound SH 121 mainlanes (<i>final configuration</i>)	2021
Northbound FM 2499 frontage road	Fall 2019
Southbound SH 121 mainlanes	2021
Eastbound I-635 mainlanes	2020
Westbound I-635 mainlanes	2020
Westbound I-635 to Bass Pro Drive	2020
Bass Pro Drive from SH 121 to SH 26	2020
DFW Airport	Completion
Westbound I-635 to southbound SH 121/SH 114/DFW Airport direct connector	2020
Southbound SH 121 to DFW Airport direct connector	2020
Westbound I-635 to DFW Airport direct connector	2020

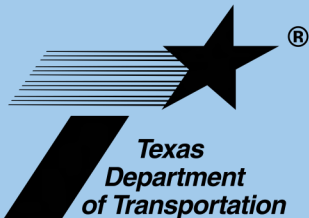
The I-635/SH 121 interchange project is 28 percent complete as of March 2019.

PARTNERS

April 2019



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



DRIVE SAFE IN WORK ZONES SO WE ALL GET HOME

WITH MORE THAN 2,500 ACTIVE WORK ZONES AT ANY GIVEN TIME IN TEXAS, YOU CAN EXPECT TO SEE ROADSIDE WORKERS AND VEHICLES WHEN YOU TRAVEL. SLOW DOWN, PAY ATTENTION AND OBEY ALL TRAFFIC SIGNS SO WE ALL GET HOME.

In Texas,
25,162
crashes occurred in
roadway construction
and maintenance
zones in 2018



161 FATALITIES
684 SERIOUS INJURIES

**84% OF FATALITIES WERE
MOTORISTS TRAVELING THROUGH A WORK ZONE**



THREE LEADING FACTORS FOR WORK ZONE CRASHES:



FAILURE TO
CONTROL SPEED



DRIVER
INATTENTION



CHANGED LANES
WHEN UNSAFE

MOVE OVER OR SLOW DOWN

MOVE OVER A LANE OR SLOW TO 20MPH BELOW THE POSTED SPEED LIMIT FOR STOPPED EMERGENCY, TOW, TxDOT AND LAW ENFORCEMENT VEHICLES WITH FLASHING LIGHTS. IT'S THE LAW.



DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

WORK ZONE FATALITIES DECLINE

National Work Zone Awareness Week runs April 8 - 12, 2019

DALLAS — Now in its 20th year, National Work Zone Awareness Week begins this month on the heels of a significant decline in the number of fatalities at highway maintenance and construction sites.

Traffic deaths in work zones on Texas highways fell by 20 percent between 2017 and 2018, according to the Texas Department of Transportation.

However, last year in the Dallas District, there were 5,347 work zone traffic crashes, resulting in 29 fatalities and 151 serious injuries. Statewide, work zone crashes claimed the lives of 161 people last year and seriously injured 684.

"Thousands of our men and women are in work zones all across Texas, every single day," said Mo Bur, chief engineer for TxDOT's Dallas District. "We have a duty to protect them, and to remind the traveling public of how important it is to drive slowly through these work zones and always remain focused behind the wheel."

At any given time, Texas has as many as 3,000 active work zones across the 80,000 miles of road TxDOT maintains. In 2018, Texas roadways saw 25,162 traffic crashes in work zones, down from 27,222 work zone crashes in 2017. The vast majority of those killed in last year's work zone crashes—84 percent—were motorists or their passengers.

Since the leading causes of work zone crashes in Texas are speeding and driver inattention, TxDOT reminds motorists to stay alert and put their phones away, obey road crew flaggers, slow down and follow



STAY WORK ZONE AWARE

BE SAFE. DRIVE SMART. TxDOT

SOURCES: Texas Department of Transportation.

TxDOT Image

The latest ad campaign for TxDOT's *Be Safe. Drive Smart.*

posted work zone speed limits. Traffic fines double in work zones when workers are present, and fines can cost up to \$2,000.

The Texas Mutual Insurance Company is joining TxDOT to promote work zone safety.

Part of Texas Mutual's mission is to help employers prevent workplace incidents and minimize their consequences. National Work Zone Awareness Week runs April 8-12. ■

MARCH 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR
1	0095-13-043*	I-20	From I-635 to Big Brushy Creek	Full depth concrete repair and overlay eb and wb	\$28.07	\$24.44	-12.94%	\$31.69	Austin Bridge & Road Services, LP
2	0047-06-165	US 75; SH 289	US 75 from PGBT to SH 121, SH 289 from PGBT to Eldorado Pkwy	Full depth concrete repair	\$1.57	\$1.92	22.53%	\$2.18	O. Trevino Construction, LLC
3	0172-05-122	US 287; FM 1722	US 287 from Park House School Rd to Nesuda Rd; On FM 1722 from Preston St to Bus 287S (Ennis Ave)	Pavement repair and overlay	\$8.97	\$7.98	-10.97%	\$9.04	Austin Bridge & Road Services, LP
4	2249-01-008	FM 460	US 80 to FM 740	Rehabilitation of existing pavement and add shoulders	\$1.54	\$1.47	-4.75%	\$1.68	Ed Bell Construction Company
	0918-00-287*	VA	Various locations in the Dallas District	Wrong way driving implementation to prevent wrong way driving occurrences in the Dallas district	\$0.69	\$0.67	-1.99%	\$0.77	Select Striping LLC
					\$40.84	\$36.49	-10.65%	\$45.37	
					\$157.50	\$153.30	-2.67%		
					\$756.62				

*Unmapped.

** Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

*Project is an A+B bidding project.

APRIL 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-02-040	SH 78; SS 244	SH 78 in Garland from I-635 to Forest Ln ; and on SS 244 from NW Hwy at Plano Rd and at Jupiter Rd	Traffic signals and intersection improvement	\$4.03
2	0008-08-076	SH 180	East of UPRR to west N Merrifield Rd	Mill, overlay and flexible pavement repair on frontage roads	\$1.52
3	0093-02-021	SH 14	Freestone County Line to I-45	Pavement repair, overlay and pavement markings	\$4.03
4	0172-05-115	US 287	At Walnut Grove Rd	Construct interchange	\$25.92
5	0173-02-071	SH 34	Various locations in Kaufman County	Rehab existing roadway, add shoulders and replace bridge and approaches	\$34.13
6a	0353-04-106	SS 348	On SS 348 from SH 114 to SL 12	Mill, concrete full depth repair, overlay & pavement markings	\$9.32
6b		SL 12	SL 12 from SS 348 to US 75		
7	0561-01-024	SH 274	Henderson County Line to US 175	Rehabilitate existing pavement and slope failure repair	\$3.38
8	2250-02-017	SL 288	I-35 to FM 2164 and from FM 428 to US 380	Install median concrete barriers	\$4.48
	0918-47-178	CS	Various locations in the Dallas District	Improve traffic signals	\$1.08
				ESTIMATED TOTAL	\$87.89

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1 – 31, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0047-06-162	US 75	SH 121 to PGBT	Full Depth Concrete Repair	\$1.23	03/27/2019
2	1068-04-148	I-30	NW 7th Street to Beltline Road	Construct 3 Lane EB Frontage Road & Ramp Modification	\$7.99	03/20/2019
3	0048-08-049	I-35E	South of FM 566 (Hill C/L) to US 77 South of Waxahachie	Widen 4 Lanes to 6 Lanes	\$35.78	03/05/2019
				ESTIMATED TOTAL	\$45.00	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in March, are projected to let in April, or have recently been completed.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
 *POPULATION ESTIMATE | 4,793,900
 LANE MILES | 10,624.968

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712
 *POPULATION ESTIMATE: 969,730
 LANE MILES: 1,445.857

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401
 *POPULATION ESTIMATE: 2,529,150
 LANE MILES: 3,359.795

C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273
 *POPULATION ESTIMATE: 844,260
 LANE MILES: 1,548.110

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366
 *POPULATION ESTIMATE: 183,360
 LANE MILES: 1,526.164

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 119,998
 *POPULATION ESTIMATE: 119,670
 LANE MILES: 1,205.854

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,268
 *POPULATION ESTIMATE: 49,740
 LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 89,315
 *POPULATION ESTIMATE: 97,990
 LANE MILES: 346.368

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- 35 INTERSTATE HWY
- 67 U.S. HWY
- 34 STATE HWY
- 12 STATE LOOP
- Farm-to Market/
County Roads

SOURCE: TxDOT research.
 *POPULATION ESTIMATE: NCTCOG.

DISTRIBUTION OF TOTAL STATE HIGHWAY FUND* RECEIPTS

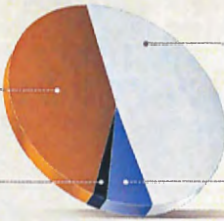
TOTAL RECEIPTS: \$9.936 billion

Federal Reimbursements

\$4,169.5 million
42%

Local Participation

\$216.4 million
2%



State Fees, Taxes and Other

\$4,849.0 million
49%

Motor Fuel Tax\$2,630.1 million
Vehicle License Fees\$1,437.4 million
Proposition 1\$439.5 million
Lubricant Sale Tax\$44.9 million
Other State Receipts\$297.1 million

Sale of Bonds –

\$700.7 million - 7%

TOTAL DISBURSEMENTS*: \$10.499 billion

Plan – \$1,593.5 million - 15%

Debt Service Transfers/Payments

\$377.7 million - 4%

Build – \$2,531.8 million

24%

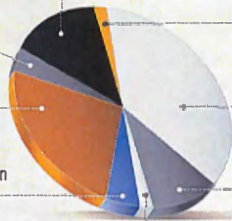
Other Agency

Expenditures/Transfers – \$531.2 million

5%

Transfer to Other Agencies\$200.8 million

Other Agency Expenditures\$330.4 million



Manage

\$239.6 million

2%

Maintain

\$3,930.2 million

37%

Prop 1

\$1,130.2 million

11%

Use

\$165.2 million - 2%

*Includes all expenditures to appropriated State Highway Fund.

DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER:

\$3.667 billion

Public Schools – \$883.0 million

24%

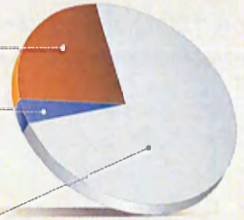
Refunds, Collection

Expenses and Other – \$153.9 million

4%

State Highway Fund – \$2,630.1 million

72%



DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion

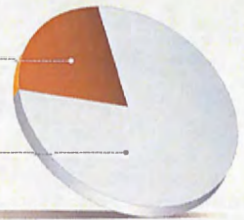
State Highway Fund

\$1,437.4 million

78%

Counties

\$412.9 million - 22%



TxDOT graphic



KUDOS! : Project-Related Comments for the Texas Department of Transportation

JOCK T. OF DALLAS, TX: "Good morning! For my job, I travel all over North Texas, but principally between Dallas and Tarrant Counties. On the last week of January 2019, I wondered if I could find someone at TxDOT who could get an old highway on-ramp fixed – or at the very least – get it on a list to be fixed.

I called my local TxDOT office for Dallas County, and a Mr. Doyle King (TxDOT ITS Operations Tech) answered the phone. I explained the buckled ramp issue to him (located near East Illinois Ave. and Linfield Rd., connecting to northbound I-45), and how as local citizens we had put up with this ramp issue for well over 25 years.

I explained to Mr. King how it was getting nothing but worse over the years. He said we shouldn't have had to put up with such a problem for so long and that he knew someone to call to get the issue fixed. His response surprised me, but I wasn't going to argue with him!

In the industry I work in, we farm-out all maintenance work, which has made it more difficult to get things done – because no regular employees and contractors are being used. It's happening all over and it's not an improvement for our city, county and state services.

When Mr. King said he could make a few phone calls, I really thought it would take weeks, months or even years before it would get looked at.

A few days later – as I was leaving for work one morning – I saw that the on-ramp was completely blocked off and I was ecstatic! So much so that I called Mr. King and told him how excited I was, but I also noted that the road blocks were on the wrong end of the ramp, and that I would prefer that they would at least make it to the other end where the ramp buckle was really bad. He said they would indeed make it all the way to the other end of the ramp in time.

This lowered my expectations, but within a week the ramp repair was underway. With all of the men and equipment that they threw at this 'little job' – they whipped that ramp into shape! I never dreamed that we didn't have to put up with this. We are so forgotten as a community down here in south Dallas, that all I had to do was ask?!

I can say that after a little over a month of driving over this refurbished ramp, that it is the nicest, smoothest old ramp in Dallas! It no doubt exceeded my expectations, and I am sure the other hundreds – if not thousands – of people who drive it every day have noticed it too! You all are to be commended for a job well done! THANK YOU! I wish I could say more to convey my personal appreciation for a job well done and that I appreciate you for listening to us."

— Jock T.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION

4777 E. Highway 80
Mesquite, TX
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