

Additional Public Comments Related to Mobility 2040

At 3:50 pm, Wednesday, March 9, 2016, the North Central Texas Council of Governments received a packet of more than 715 letters opposing the inclusion of TEX Rail in Mobility 2040.

The majority of the letters reference a Tarrant County city in the signature area.

The content of each letter is identical; therefore, staff has summarized the cities represented and number of letters from each city. Also included for your review and consideration, is a copy of the packet cover letter and the letter template used by each individual.

Finally, for your reference staff prepared a summary of TEX Rail funding amounts and sources.

Attachments:

- Cover letter
- Sample of the 717 letters with different typed signature lines
- Summary of zip code locations
- City of Colleyville resolution of support for rail quiet zone in Colleyville
- RTC Consideration

Wednesday March, 9th, 2016

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

RTC Chair Mark Riley, Vice Chair Ron Jensen, and RTC Members:

In response to your repeated requests for public input, please find attached more than six hundred and eighty (680) letters from Tarrant County constituents regarding the \$1 billion TexRail proposed line, a project contained within the former 2035 and current 2040 transportation plans under your direct jurisdiction.

If you or your staff has any questions, please do not hesitate to contact me.

Respectfully,



Ross Kecseg
Director, Metroplex Bureau
Texans for Fiscal Responsibility

469.224.7727
ross@empowertexans.com

RECEIVED

MAR 09 2016

TRANSPORTATION

3:50 pm /al

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

TexRail plans to divert \$1 billion (and rising) federal, state, county, and local tax dollars away from new road projects. Even worse, the government's own data says the diesel trains will not reduce air pollution or traffic congestion. In fact, increased rail usage will make traffic worse at busy intersections. Due to its poor outlook, several cities have already opted out of TexRail, while affected communities with fiscal, safety, and congestion concerns have been largely ignored.

Not only should county and city officials stop TexRail, but transportation officials at the Regional Transportation Council (RTC) should remove it from their 2040 Transportation Plan.

Respectfully,

Vince Brancato
Arlington, Texas 76016

Cc: The Honorable Glen Whitley
and the Tarrant County Commissioners Court
100 E. Weatherford
Fort Worth, Texas 76196

Summary of All Letters by City

| City | State | Number of Letters |
|----------------------|-------|-------------------|
| Aledo | TX | 1 |
| Arlington | TX | 44 |
| Bedford | TX | 23 |
| Benbrook | TX | 2 |
| Burleson | TX | 2 |
| Carlsbad | TX | 1 |
| Cleveland | TX | 1 |
| Colleyville | TX | 396 |
| Coppell | TX | 3 |
| Copper Canyon | TX | 1 |
| Crowley | TX | 4 |
| Dallas | TX | 3 |
| Earlier (sic) | TX | 1 |
| Eastland | TX | 1 |
| Eules | TX | 21 |
| Fairland | TX | 1 |
| Flower Mound | TX | 1 |
| Fort Worth | TX | 67 |
| Frisco | TX | 1 |
| Gainesville | TX | 1 |
| Garden Ridge | TX | 1 |
| Garland | TX | 1 |
| Grand Prairie | TX | 2 |
| Grapevine | TX | 29 |
| Haltom City | TX | 7 |
| Haslet | TX | 2 |
| Helotes | TX | 5 |
| Honey Grove | TX | 2 |
| Hurst | TX | 20 |
| Irving | TX | 1 |
| Keller | TX | 2 |
| Lucas | TX | 1 |
| Magnolia | TX | 3 |
| Mansfield | TX | 5 |
| McQueeney | TX | 1 |
| No Address | TX | 4 |
| North Richland Hills | TX | 28 |
| Rio Vista | TX | 1 |
| Roanoke | TX | 1 |
| Rowlett | TX | 1 |
| Sedro-Woolley | WA | 1 |
| Southlake | TX | 13 |
| Trophy Club | TX | 1 |
| Valley View | TX | 1 |
| Watuaga | TX | 6 |
| White Settlement | TX | 1 |
| Wills Point | TX | 1 |
| Wylie | TX | 1 |
| Total | | 717 |

RESOLUTION R-12-3519

**A RESOLUTION APPROVING CITY COUNCIL ACTION
UNDER CONSENT ITEMS AT THE REGULAR
CITY COUNCIL MEETING OF AUGUST 7, 2012**

WHEREAS, City Council has taken action on certain items on the agenda under Consent Items.


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

- Sec. 1. THAT the agenda decisions approved by City Council action under Consent Items as follows are hereby adopted:
- a. Approval of the minutes of the regular City Council meeting of July 17, 2012
 - b. Approval and adoption of the 2012 certified tax roll
 - c. Approval of a contract with Pattillo, Brown and Hill, L.L.P., for audit services for fiscal year ended September 30, 2012, in the amount of \$43,725
 - d. Approval of an interlocal agreement between the City of Grapevine and the City of Colleyville for the operation and maintenance of the southbound Heritage Avenue school zone flasher, south of Hall-Johnson Road
 - e. Approval of an interlocal agreement between the City of Keller, City of Southlake, and the City of Colleyville for the regionalization of the administration and operation of animal control services
 - f. Approval of an interlocal agreement between the City of Colleyville and the Fort Worth Transportation Authority (FWTA) for the design and construction of quad gates at three locations on the Cotton Belt Rail Corridor in Colleyville

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF 7 AYES, 0 NAYS AND 0
ABSTENTIONS ON THIS THE 7TH DAY OF AUGUST 2012.

ATTEST:

A large, stylized handwritten signature in black ink, appearing to read 'Cynthia Singleton'.

Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE

A handwritten signature in black ink, appearing to read 'David Kelly'.

David Kelly
Mayor

RTC Consideration

- 1) Not a diversion away from roadways

Revenue sources are not eligible for roadways:

- FTA 5309 New Start grant -- \$498 million
 - The T sales tax -- \$214 million
 - Grapevine -- \$113 million
- 2) Project is already under construction creating potential legal risk (\$400 million to date)
 - 3) Significant previous RTC support and funds to advance project
 - 4) Significant public support from others to build project
 - 5) Significant portion of the region does not have a driver's license or a vehicle available

DRAFT

**RESOLUTION APPROVING IH 35E/IH 635 Y CONNECTION
REVENUE SHARING PRINCIPLES
(R16-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, on July 11, 2013, the RTC adopted R13-05, Resolution Approving the Funding Strategy for IH35E Options that included a Y Connection (sometimes referred to as the "Wishbone Connection") in the IH 35E/IH 635 Interchange; and,

WHEREAS, the cost of the Y Connection is approximately \$45 million, which is being funded with Regional Toll Revenue funds pending approval and receipt of the IH 35E Transportation Infrastructure Finance and Innovative Act loan; and,

WHEREAS, the Y Connection is designed to allow IH 35E/LP 12 managed lane users to continue through the IH 35E/IH 635 Interchange on a continuous managed lane facility as opposed to exiting the managed lanes, mixing with general purpose traffic through the interchange, and reentering the managed lanes after the interchange; and,

WHEREAS, the Y Connection increases revenue to the LBJ Project and the LBJ Comprehensive Development Agreement (CDA) provides for the allocation of increased revenue in such projects; and,

WHEREAS, the Texas Department of Transportation (TxDOT) and the LBJ Infrastructure Group (LBJIG) have been in discussions concerning the appropriate allocation of the increase in revenue to the LBJ Project; and,

WHEREAS, TxDOT is requesting RTC staff to assist TxDOT and LBJIG in developing a fair revenue sharing position; and,

WHEREAS, it is in the RTC's interest to assist TxDOT and LBJIG in developing a fair revenue sharing position for the Y Connection, and the RTC desires to establish the principles to facilitate a resolution of this issue.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. In response to TxDOT's request, the Regional Transportation Council approves the following principles to assist TxDOT and the LBJ Infrastructure Group develop a fair revenue sharing position with respect to the increase in revenue to the LBJ Project due to the Y Connection:

- a. Any proposed revenue sharing position should recognize that TxDOT and LBJIG are still in the early phase of their long-term, on-going contractual relationship. This may be one of many instances where TxDOT and LBJIG are negotiating

DRAFT

revenue issues during the term of the CDA, and the resolution of the Y Connection should be used to further establish the excellent working partnership between TxDOT and LBJIG;

- b. [Although TxDOT and LBJIG have specific contractual remedies that may be exercised,](#) Any proposed revenue sharing position should minimize the risk of an all-or-nothing approach and should reflect a mutually beneficial (i.e, win-win) position for the parties;
- c. Any proposed revenue sharing position should be adjusted to appropriately account for the source funds used to construct the Y Connection. There are various scenarios that could be developed to incorporate this principle;
- d. Although TxDOT and LBJIG have specific contractual interests in the outcome, any proposed revenue sharing position should also incorporate the interests of the Dallas-Fort Worth region;
- e. To the extent possible, any revenue sharing position should streamline the implementation of other RTC policy interests (e.g., high-occupancy vehicle discounts, traveler rebates, toll tag utilization rates, etc.).

Section 2. The RTC volunteers RTC staff to be available to TxDOT and LBJIG to facilitate the negotiation and resolution of the Y Connection revenue sharing issue consistent with the principles outlined herein.

Section 3. This resolution shall be transmitted to the Texas Transportation Commission, TxDOT Executive Director, TxDOT Dallas District Engineer, and the LBJ Infrastructure Group.

Section 4. This resolution shall be in effect immediately upon its adoption.

Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 10, 2016.

Rob Franke, P.E. Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

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.

NEW I-30 MANAGED LANES TO OPEN IN APRIL

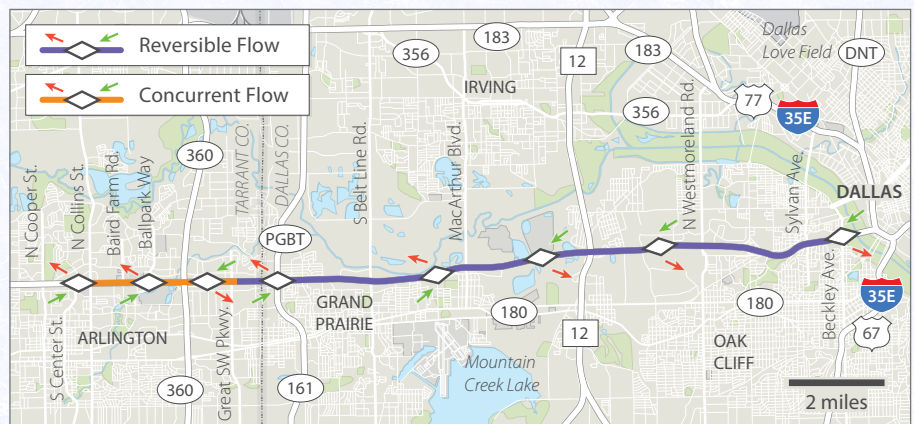


DALLAS — A \$63 million transition to managed lanes on Interstate 30 (I-30) between Dallas and Arlington is expected to ease congestion starting this April.

The contractor, Austin Bridge and Road, began work in 2013 on the 18.7-mile stretch of I-30 from Sylvan Avenue in Dallas County to just west of Center Street in Tarrant County. The project features managed lanes, also known as TEXpress lanes. These lanes provide drivers an option. They can take the main lanes at no cost or pay to use the managed lanes, which keep traffic moving at least 50 mph. Traffic speeds are maintained though dynamic pricing meaning the price fluctuates based on congestion in the lane. (See pricing details chart on back page). Pre-declared HOV drivers will receive a 50 percent discount on weekdays during peak times. To declare, drivers need to visit www.driveontexpress.com or download the “Drive On TEXpress” mobile app.

“This project is another way we are working to ease congestion on highways in North Texas,” said Dallas District Engineer Kelly Selman. “Drivers that choose to use the managed lanes will have a more predictable travel speed and will free up capacity for those that choose to take the main lanes.”

The new lanes will feature improved access including direct-connect ramps and upgraded connections to and from the frontage road as well as eight entrance ramps and eight exit ramps. This benefits both drivers and emergency responders.



I-30 (West Tom Landry Freeway) Managed Lanes Toll Road from west of Center St. to east of Sylvan Ave.

ENTRANCE | EXIT LOCATIONS

EASTBOUND (Entrances)

- Baird Farm Rd. ramp
- Near Collins St.
- Baird Farm Rd.
- PGBT
- Near Belt Line Rd.

EASTBOUND (Exits)

- PGBT
- Loop 12
- Westmoreland Rd.
- Beckley Ave.

WESTBOUND (Entrances)

- Baird Farm Rd. ramp
- Near Beckley Ave.
- Near Westmoreland Rd.
- Near Loop 12
- Near SH 360

WESTBOUND (Exits)

- Belt Line Rd.
- PGBT
- Baird Farm Rd.
- Collins St.

SOURCE: Texas Department of Transportation.

TxDOT graphic

“We begin each project with the goal of creating a safer and more efficient transportation system,” Selman said. “And we think this project has done just that.”

For the first six months, the managed lanes will feature scheduled pricing that changes at set times of day. After six months of operation, the lanes will rely on technology that monitors travel times and adjusts prices accordingly.

The I-30 managed lanes will have one lane in each direction from west of SH 161 to Center Street. Two reversible lanes from west

of SH 161 to near Sylvan Ave. will change directions depending on peak traffic.

The new lanes are expected to open with the start of baseball season easing traffic to Texas Rangers and Dallas Cowboys games. The new I-30 managed lanes from west of SH 161 to near Westmoreland Rd. are expected to open in April. The remaining portion, from west of Westmoreland Rd. to west of Sylvan Ave., will open when the Horseshoe project is complete in mid-2017. ■

See **I-30 MANAGED LANES** on back page

FEBRUARY 2016 LET PROJECTS

| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. (M) | BID (M) | (%) | EST. TOTAL COSTS (M) ** | CONTRACTOR | |
|--|--------|--------------------------------|--|-----------------|-----------------|--------------|-------------------------|-----------------------------------|---|
| 0009-12-072 | I-30 | At FM 3549 | Reconstruct interchange | \$29.80 | \$32.88 | -10.34 | \$39.64 | Sema Construction, Inc. | 1 |
| 0197-02-122 | US 175 | East of Bexar St. to I-45 | Extend US 175; Reconstruct interchange w/ SM Wright | \$100.03 | \$103.89 | 3.85 | \$126.47 | Webber, LLC | 2 |
| 1068-04-148 | I-30 | NW 7th Street to Beltline Road | Construct 0 to 2/3 lane eastbound frontage road and ramp modifications | \$7.57 | \$7.99 | 5.61 | \$10.10 | Austin Bridge & Road Services, LP | 3 |
| FEBRUARY 2016 TOTAL | | | | \$137.40 | \$144.76 | 5.35 | \$176.21 | | |
| DISTRICT FY ACCUMULATIVE LETTINGS | | | | \$721.81 | \$694.99 | -3.72 | | | |
| DALLAS DISTRICT LETTING CAP | | | | | \$826.54 | | | | |

**Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

NOTE: Subject to Change

MARCH 2016 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. (M) | |
|--------------|-------|--|---|----------------|---|
| 0009-04-061 | SH 66 | 0.1 mile west of FM 1141 to Hunt County Line | Provide additional paved surface width | \$18.92 | 1 |
| 0047-04-024 | SH 5 | SH 121 To CR 422 | Mill, base repair and overlay | \$4.12 | 2 |
| 0095-02-119 | US 80 | West Of Gross Rd to east of Gross Rd. | Depress roadway | \$2.99 | 3 |
| 0495-01-070 | I-20 | I-635 to Van Zandt County Line | Bridge rail upgrades and median cable barrier | \$3.43 | 4 |
| TOTAL | | | | \$29.46 | |

COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1 – 29, 2016)

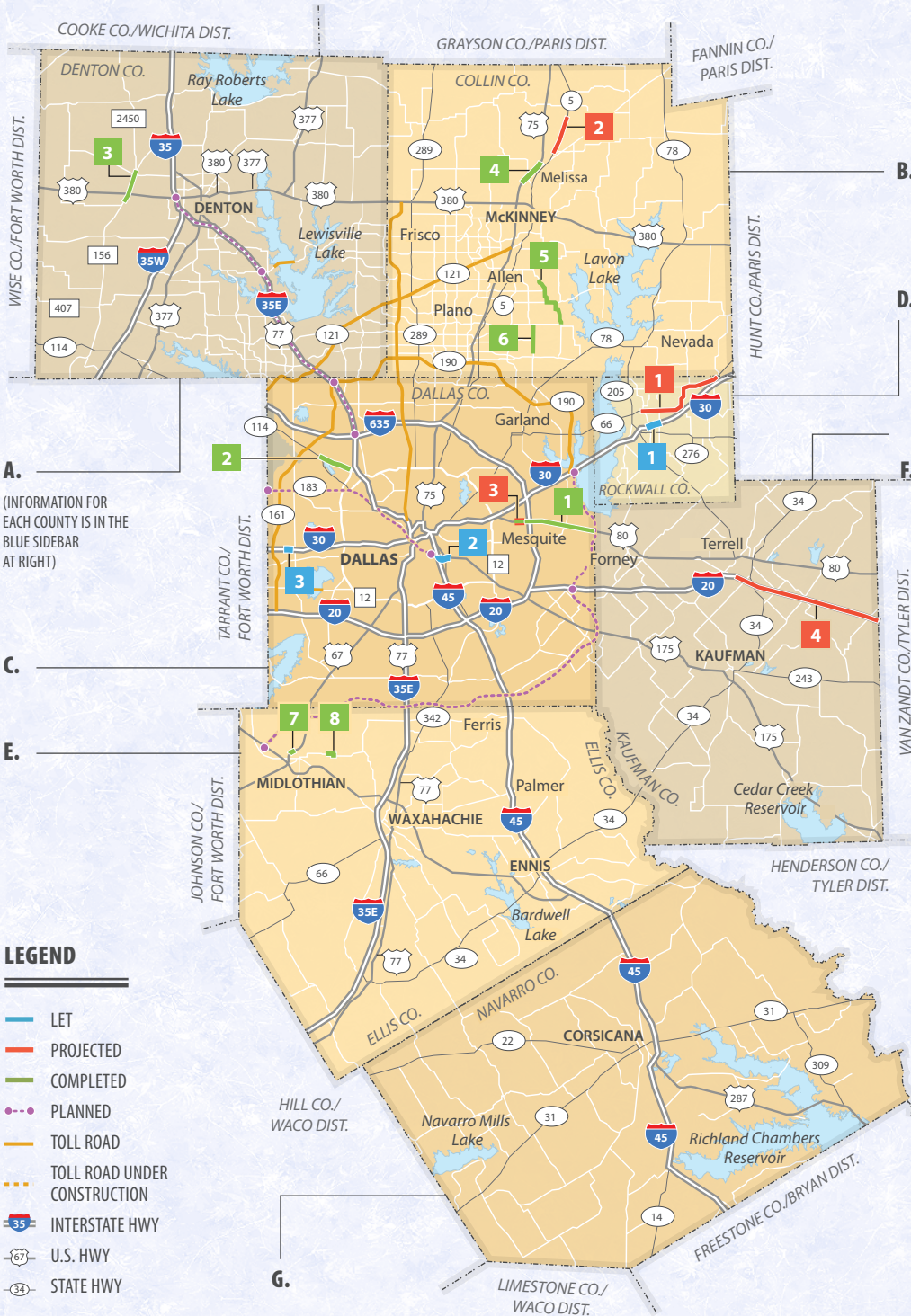
| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | DATE COMPLETED | COST (M) | |
|--------------|---------|--|---|----------------|-----------------|---|
| 0095-02-114 | US 80 | East of Town East Blvd. to Kaufman County Line | Install protection | 02/26/16 | \$0.94 | 1 |
| 0353-04-098 | SP 348 | SH 114 to SL 12 | Full depth concrete repair | 02/22/16 | \$0.68 | 2 |
| 0718-01-051 | FM 156 | South of Hickory Creek to North of FM 2450 | Add 10 foot shoulders and replace bridges | 02/15/16 | \$7.73 | 3 |
| 0047-14-067 | US 75 | South of Bloomdale Rd. in McKinney to Telephone Rd. | Reconstruct and widen four lane to eight lane and three lane frontage roads | 02/22/16 | \$68.11 | 4 |
| 1392-01-040 | FM 1378 | 0.2 mi south of Forest Grove Rd. to City of Lucas | Base repair and overlay | 02/15/16 | \$2.70 | 5 |
| 2056-01-045 | FM 2551 | FM 544 to FM 2514 | Reconstruct and widen two lane to six lane urban divided | 02/15/16 | \$15.78 | 6 |
| 0261-01-037 | US 67 | Overlook Dr. to west of Eighth St. | Construct new frontage roads over UP RR | 02/19/16 | \$8.96 | 7 |
| 1394-02-023 | FM 1387 | West of Kensington Dr. to east of Walnut Grove in Midlothian | Realign existing highway | 02/12/16 | \$4.09 | 8 |
| TOTAL | | | | | \$108.99 | |

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 February, are projected to let in March or have recently been completed.

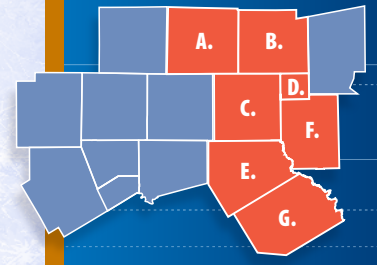


A.
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- - - PLANNED
- TOLL ROAD
- - - TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,461,760
LANE MILES | 10,493.628

A. | DENTON COUNTY
VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 734,940
LANE MILES: 1,488.733

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 868,790
LANE MILES: 1,373.829

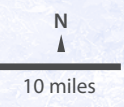
C. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,454,880
LANE MILES: 3,366.158

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 87,290
LANE MILES: 346.368

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 161,010
LANE MILES: 1,523.910

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 109,300
LANE MILES: 1,201.810

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,550
LANE MILES: 1,192.820



I-30 MANAGED LANES TOLL RATES (DURING SCHEDULED FIXED PERIOD)

| Period | Gantry | Location | Direction | Two-Axle | | Three-Axle | |
|--|--------|--------------------------------------|------------------------|------------------|------------------|------------------|------------------|
| | | | | ETC | Video | ETC | Video |
| AM Off-Peak Period (5:00 am - 6:30 am, Mon-Fri) (9:00 am - 11:00 am, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$0.67 \$0.73 | \$1.01 \$1.10 | \$1.34 \$1.46 | \$2.01 \$2.19 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | \$0.56 Closed | \$0.84 Closed | \$1.12 Closed | \$1.68 Closed |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | \$0.52 Closed | \$0.78 Closed | \$1.04 Closed | \$1.56 Closed |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | \$0.43 Closed | \$0.65 Closed | \$0.86 Closed | \$1.29 Closed |
| AM Peak Period (6:30 am - 9:00 am, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$1.37 \$1.49 | \$2.06 \$2.24 | \$2.47 \$2.98 | \$4.11 \$4.47 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | \$1.14 Closed | \$1.71 Closed | \$2.28 Closed | \$3.42 Closed |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | \$1.06 Closed | \$1.59 Closed | \$2.12 Closed | \$1.18 Closed |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | \$0.89 Closed | \$1.34 Closed | \$1.78 Closed | \$2.67 Closed |
| Mid-Day Period (11:00 am - 2:00 pm, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$0.67 \$0.73 | \$1.01 \$1.10 | \$1.34 \$1.46 | \$2.01 \$2.19 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| PM Off-Peak Period (2:00 pm - 3:00 pm, Mon-Fri) (6:30 pm - 8:00 pm, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$0.67 \$0.73 | \$1.01 \$1.10 | \$1.34 \$1.46 | \$2.01 \$2.19 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | Closed \$0.45 | Closed \$0.68 | Closed \$0.90 | Closed \$1.35 |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | Closed \$0.47 | Closed \$0.71 | Closed \$0.94 | Closed \$1.41 |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | Closed \$0.49 | Closed \$0.74 | Closed \$0.98 | Closed \$1.47 |
| PM Peak Period (3:00 pm - 6:30 pm, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$1.37 \$1.49 | \$2.06 \$2.24 | \$2.47 \$2.98 | \$4.11 \$4.47 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | Closed \$0.93 | Closed \$1.40 | Closed \$1.86 | Closed \$2.79 |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | Closed \$0.96 | Closed \$1.44 | Closed \$1.92 | Closed \$2.88 |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | Closed \$1.00 | Closed \$1.50 | Closed \$2.00 | Closed \$3.00 |
| Remaining Hours (8:00 pm - 5:00 am, Mon-Fri) | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$0.67 \$0.73 | \$1.01 \$1.10 | \$1.34 \$1.46 | \$2.01 \$2.19 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| Weekends | MLG 1 | Between Center St. and Baird St. | Eastbound Westbound | \$0.67 \$0.73 | \$1.01 \$1.10 | \$1.34 \$1.46 | \$2.01 \$2.19 |
| | MLG 2 | Between SH 161 and Belt Line Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 3 | Between Belt Line Rd. and Loop 12 | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |
| | MLG 4 | Between Loop 12 and Westmoreland Rd. | Eastbound Westbound | Closed Closed | Closed Closed | Closed Closed | Closed Closed |

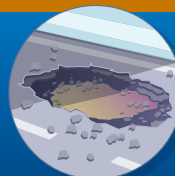
NOTES: (1) ETC Rates shown for Single Occupancy Vehicles with a Valid Tag (Surcharges apply to vehicles without a valid tag). (2) Two-Axle Vehicles and Motorcycles with Valid Tags, that enroll and activate their HOV2+ status online (valid during Peak Period only), shall receive a 50 percent discount to the ETC rate shown in the table, as per the Regional Transportation Council's Managed Lane Policy. (3) A 50 percent surcharge over the ETC rate is applied to the Video Rate. (4) Trucks over 1 ton and towed trailers prohibited on I-30 Managed Lanes. (5) Scheduled fixed pricing for first six months, and dynamic pricing thereafter.

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

On the Move

A Monthly Report on NTTA Topics and Projects

Carrie Rogers
Director of Government Affairs
214.224.2269
Ruthie Vargas
Administrative Assistant
469.608.6827

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

The Best Kind of Transparency

Transparency is a top priority for NTTA. Through numerous recognitions by the State Comptroller and enhanced reporting to its member counties and online reporting accessibility, NTTA has worked hard to demonstrate transparency to its stakeholders.

NTTA was created to ensure local toll revenues remain local to support mobility projects here in North Texas. Prior to NTTA's formation, local toll dollars collected in North Texas were being diverted by the State to projects and feasibility studies outside of the region. NTTA does not select which roads will be tolled but rather develops toll facilities as identified through the Metropolitan Planning Organization and working in conjunction with TxDOT. NTTA's primacy extends only to its four founding member counties.

NTTA roads are not a part of the state highway system and receive no

direct tax funding. NTTA has issued over \$9 billion in debt to accelerate mobility projects within the North Texas area with repayment of that debt solely from NTTA system toll revenue.

As elected officials charged with oversight of NTTA, the NTTA's four member county commissioners courts have actively engaged in ongoing cooperation with NTTA in reviewing its financial and operational performance to ensure NTTA's viability and accountability as the region's local toll

road provider. NTTA also undergoes an independent financial audit and operational audit each and every year. All of these reports are supplied to the member counties, in addition to posting online access for public and legislative review their monthly Board meetings, annual budgets, system financial metric reports, monthly check register, bond notifications, traffic and revenue reports, interlocal agreements and related project information. Learn more at NTTA.org.



Texas Comptroller

Graduating ROAD Program Class Heads Into Construction World

NTTA congratulates its 2014-16 Relationships and Opportunities Advancing Diversity program class members as they prepare to graduate. This ROAD Program class is made up of 15 teams – more than twice the number of NTTA's 2010 pilot ROAD Program.

The ROAD program provides opportunities for new and emerging disadvantaged minority and/or woman-owned business enterprises to partner with established firms in a mentor/protégé model. The program fosters expanded access to resources, a broader scope of services, deeper technical knowledge and improved

business management and operation processes.

The ROAD program is aimed at enhancing the capacity of D/M/WBEs. It also provides guidance to increase industry and technical knowledge. The ROAD program is fully supported by the NTTA Board of Directors and NTTA's Business Diversity Advisory Council.

In the 2014-16 class, one consultant that previously participated in the ROAD Program as a protégé served as a mentor, the ideal path of a ROAD program participant.

Learn more in March Driving Forward at NTTA.org.



Bruce Arfsten
38 mins · 🌐

Here's a look at where some of your toll money goes. Impressive tour this morning of NTTA's Safety Operations Center. Incredible facility!





This man was a God send. I thank you for sending him and him for coming. A blowout is tough to deal with when you are 81 years old."

Roadside Assistance • 972-444-HELP (4357)



TollTags by the Numbers



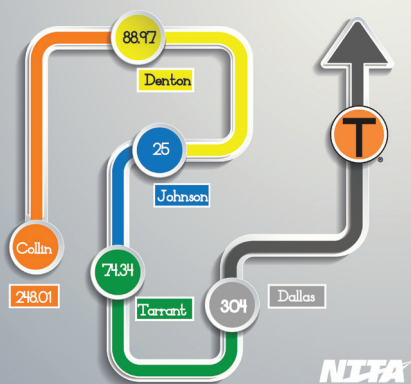
3.8 million
TollTags

Average Weekly
TollTag Distribution 22,766



320,142
\$20 Starter TollTags

TOLLED LANE MILES OPEN TO TRAFFIC BY COUNTY (DOES NOT INCLUDE FRONTAGE ROADS)



NTTA

Stay in your lane: Keep yourself in a \$20 Starter TollTag

The Starter TollTag is designed for drivers that don't drive toll roads often. This could be your college-aged student, stay-at-home spouse or an elder relative.



How does the \$20 Starter Toll-Tag account work?

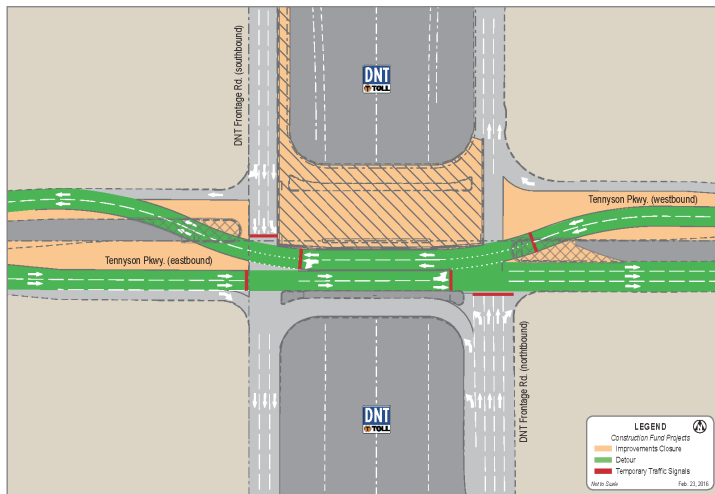
The Starter TollTag has a lower rebill amount of \$5 versus the standard TollTag account rebill of \$10. Once the account balance drops below the \$5 rebill amount, your debit or credit card is automatically charged the initial \$20 to ensure the account does not become negative.

How not to transition to a Standard TollTag?

Monitor your usage: drivers who accumulate an average toll bill of \$40 or more for three consecutive months will automatically be upgraded to a standard TollTag account. With a standard TollTag account, the rebill amount increases to \$40 when the account balance goes below \$10.

All TollTag customers – both standard and starter – can manage and update their accounts with Tollmate, NTTA's free mobile app.

TAKING DOWN TENNYNSON PARKWAY BRIDGE TO MAKE ROOM FOR DNT FOURTH LANE



Dallas North Tollway Improvement Projects
Tennyson Parkway Traffic Switch

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

Tennyson Parkway bridge demolition to begin this spring.

Project Updates in Pictures

NTTA ONE STEP CLOSER TO STARTING WORK ON SOUTH SECTION OF DNT IMPROVE- MENTS PROJECT

Learn more about
improvement
and widening projects on
the PGBT, DNT and SRT at
ProgressNTTA.org.



Dallas North Tollway Improvement Projects
Project Location Map

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

Keep Luck on Your Side This March: Designate O' Driver Remember: Buzzed Driving Is Drunk Driving

With Spring Break and St. Patrick's Day festivities right around the corner, NTTA and the National Highway Traffic Safety Administration want to remind drivers to celebrate responsibly.

According to NHTSA, March 17 has become one of the nation's deadliest holidays. NHTSA data shows that more than a quarter (28 percent) of all motor vehicle crash fatalities involved impaired drivers during the 2014 St. Patrick's Day holiday period (March 16-18).

NHTSA also reminds drivers to keep an eye out for pedestrians who might have had too much to drink. Walking while intoxicated can also be deadly, as lack of attention and coordination puts impaired pedestrians at risk of being hit by a vehicle.

Remember, not only is drinking and driving a crime that could land you with a hefty court bill and jail time, you put yourself and others at risk. The consequences are often fatal. If you see a drunk driver on the road, contact local police when it's safe to do so. You could save a life.

For more information, visit the National Highway Traffic Safety Administration.

**buzzed
driving is
drunk
driving**
designate a sober driver