

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 27, 2018

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

- 1:30 – 1:35
1. **Approval of March 23, 2018, Minutes and Recognition of Members**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Todd Plesko, STTC Chair  
Item Summary: Approval of the March 23, 2018, meeting minutes contained in [Reference Item 1](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.  
Background: N/A
  
  - 1:35 – 1:35
    2. **Consent Agenda (There are no items on the Consent Agenda)**  
 Action       Possible Action       Information      Minutes: 0  
  - 1:35 – 1:45
    3. **2019-2022 Transportation Improvement Program Draft Listings**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Adam Beckom, NCTCOG  
Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the 2019-2022 Transportation Improvement Program (TIP) project listings in [Electronic Item 3.2](#) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents.  
Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, 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. [Electronic Item 3.1](#) contains an overview of the TIP development process, scope of programming, and schedule. [Electronic Item 3.2](#) contains the financially constrained draft project listings. Projects in Fiscal Years (FY) 2019-2022 will be included in the 2019-2022 TIP, and projects in FY2023 and later will be placed in the environmental clearance appendix of the TIP.

Performance Measure(s) Addressed:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Safety        | <input checked="" type="checkbox"/> Pavement and Bridge Condition   |
| <input checked="" type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

1:45 – 1:55

4. **Metropolitan Planning Organization Memorandum of Understanding**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a memorandum of understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures.

Background: The metropolitan transportation planning regulations, under 23 CFR 450.314, require the Metropolitan Planning Organization (MPO), the State, and providers of public transportation to develop an agreement that addresses two areas: 1) mutual responsibilities in carrying out the metropolitan transportation planning process, and 2) the development, sharing, selection, reporting, and tracking of transportation performance measures and associated data. The first element is a historical requirement. [Electronic Item 4.1](#) is the previous planning MOU which has been used to satisfy the first element. The second element is a new requirement and must be in place by May 27, 2018. The Federal Highway Administration has developed a form of an MOU for use by MPOs that addresses both the metropolitan planning process and performance measure responsibilities of the affected parties. [Electronic Item 4.2](#) is the proposed MOU for RTC consideration.

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **SH 183 Scope in Irving (10-Year Plan)**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: With the Trinity Parkway no longer being included in Mobility 2045, the City of Irving wishes to reprioritize transportation components on the SH 183 corridor. The continuation of tolled managed lanes will be replaced with the construction of interchanges around the old Dallas Cowboys stadium site. Action will be requested to adjust project sequencing and to trade Category 2 funds on SH 183 with Category 4 funds on the IH 635 East project.

Background: In December 2016, the Regional Transportation Council approved interim transportation funding for SH 183 and IH 635 East. Category 2 funds are better utilized on IH 635 East Phase 3 and Category 4 funds for the new interchanges on SH 183, Loop 12, and IH 35E. This item will adjust the priorities in sequencing for the SH 183 project and give

greater flexibility on how to fund IH 635 East Phase 3. It is anticipated that the dollar amount will be approximately \$420 million.

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **Tire Recycling Program**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: The Dallas-Fort Worth region produces millions of tires that exceed their useful life. Staff will request a recommendation for Regional Transportation Council (RTC) approval of adding language for the Tire Recycling Program into Mobility 2045 in anticipation of inclusion into the next Metropolitan Transportation Plan Policy Bundle.

Background: Last month staff presented ideas to the Committee to help implement incorporation of recycled tires into new products within the regional framework. Draft language describing the program has been added to Mobility 2045. Over the coming months, staff will work to engage the RTC to advance conversations with member governments for program implementation. An overview is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed:

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

2:15 – 2:20

7. **Status Report on IH 635 East Phase 3**

- Action
- Possible Action
- Information
- Minutes: 5

Presenters: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the IH 635 East Phase 3 project.

Background: The Regional Transportation Council (RTC) held a special meeting on April 19, 2018, to discuss IH 635 East Phase 3 and to consider staff recommendations on a position to be communicated to the Texas Transportation Commission for the project. The RTC took action to table the item to allow further efforts to reach a resolution. In addition, the RTC instructed the Chair to engage the Texas Department of Transportation and the North Texas Tollway Authority on a potential partnership to implement the IH 635 East project.

Performance Measure(s) Addressed:

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

2:20 – 2:35

8. **Mobility 2045 Update and Associated Transportation Conformity Analysis**

Action       Possible Action     Information      Minutes: 15

Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG

Item Summary: Work continues on the region’s next long-range transportation plan, Mobility 2045, and corresponding 2018 Transportation Conformity. Staff will present a brief overview of the progress to date and draft conformity analysis results. In addition, staff will present information regarding:

- Recent revisions
- Public comments received
- Schedule for completion

Staff will also present the draft final document including:

- Draft roadway recommendations
- Arterial recommendations
- Public transportation recommendations
- Sustainable development recommendations
- Non-motorized transportation recommendations
- Transportation programs
- Transportation policies

The draft plan and the recommendations as identified graphically and in tabular format are available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts.

The Clean Air Act (CAA) requires Metropolitan Planning Organizations to perform an air quality analysis when a new MTP is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted a successful analysis for the required MVEB analysis year (2018), the MTP horizon year (2045), and interim years (2020, 2028, and 2037).

STTC is expected to take final action on Mobility 2045 and 2018 Transportation Conformity in May 2018. The RTC is expected to take final action on both documents in June 2018.

Performance Measure(s) Addressed:

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

2:35 – 2:45

9. **Clean Air Action Day (June 22, 2018)**

Action       Possible Action     Information      Minutes: 10

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will present on Air North Texas Clean Air Action Day 2018, which will be held on June 22. Staff will also provide information on plans for the region as well as how Committee members and member cities can participate.

Background: Air North Texas is a regional air quality awareness initiative administered by the North Central Texas Council of Governments (NCTCOG) with the support of regional partners. The effort seeks to generate a regionally consistent branding campaign that will promote air quality public education and support key elements in the State Implementation Plan and other air quality initiatives. During Air North Texas Clean Air Action Day, North Texans are asked to commit to clean air actions and share their experience with the community via [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) or on social media. The hope is that North Texans will see that clean air actions can be easy and they will adopt them as regular behaviors, especially on Ozone Action Days. Additionally, NCTCOG staff encourages Committee members to host Clean Air Action Day challenges within their organizations. Transportation Development Credits will be available for top participating Air North Texas partner organizations. Detailed information on Clean Air Action Day is provided as [Electronic Item 9.1](#), and the Air North Texas Partner Agreement is provided as [Electronic Item 9.2](#).

Performance Measure(s) Addressed:

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

**2:45 – 2:55**    10.    **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding via several funding programs. Staff has been working with agencies around the region to develop a list of high-priority projects that leverage non-RTC funds and advance project development. Staff is proposing to bring an initial slate of projects in Round 2. In addition to this program, staff anticipates bringing a combined Strategic Partnerships Round 3 and Intersection Improvement Program later this year. Details on the funding program and draft project information can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

2:55 – 3:05

11. **Regional Bicycle Opinion Survey**

Action       Possible Action       Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will present an overview of the results and highlights of the 2017 bicycle opinion survey conducted by the North Central Texas Council of Governments (NCTCOG) for the 12-county region.

Background: In 2017, NCTCOG commissioned a random sample telephone survey of residents to capture the views of the public-at-large about bicycle use across the region to help guide future bicycle plans and projects that affect bicyclists. The regional bicycle opinion survey captures the views of adults 18 years of age or older on bicycling, including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities, and helmet use. The survey had a 95 percent confidence interval and was conducted in both English and Spanish. Additional information is provided in [Electronic Item 11](#).

Performance Measure(s) Addressed:

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

3:05 – 3:15

12. **High-Occupancy Vehicle Subsidy**

Action       Possible Action       Information      Minutes: 10

Presenter: Berrien Barks, NCTCOG

Item Summary: Staff will provide an update on the most recent managed lane performance report.

Background: As part of the adoption of the Tolloed Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the Regional Transportation Council requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region.

Performance Measure(s) Addressed:

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

3:15 – 3:30

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

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

1. *Amy Hodges* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.1](#))
2. *Amy Hodges* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 13.2](#))
3. *Jody Loza* – Ozone Season ([Electronic Item 13.3](#))
4. *Camille Fountain* – Traffic Incident Management Executive Level Course Announcement ([Electronic Item 13.4](#))

5. *Evan Newton* – East/West Equity Update ([Electronic Item 13.5](#))
6. *Carli Baylor* – March Public Meeting Minutes ([Electronic Item 13.6](#))
7. *Carli Baylor* – May Public Meeting Notice (Handout)
8. *Victor Henderson* – Public Comments Report ([Electronic Item 13.7](#))
9. *Lori Clark* – Recent Buy America Correspondence ([Electronic Item 13.8](#))
10. *Clint Hail* – Waze/511 DFW and Traffic Signal Data Sharing Grant Opportunities
11. Written Progress Reports:
  - Local Motion ([Electronic Item 13.9](#))
  - Transportation Partners Progress Reports ([Electronic Item 13.10](#))
  
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
  
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 25, 2018, at the North Central Texas Council of Governments.***

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
March 23, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 23, 2018, 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: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alberto Mares, Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Sarah Chadderdon, Ying Cheng, Shawn Conrad, Pritam Deshmukh, Kevin Feldt, Brian Flood, Christie Gotti, Allen Harts, Victor Henderson, Rebekah Hernandez, Chris Hoff, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Jody Loza, Nancy Luong, Gregory Masota, Mindy Mize, Michael Morris, Ron Natinsky, Jeff Neal, Alex Nervo, Curtis Newton, Evan Newton, Jonathan Nicol, Paoth Patel, Vercie Pruitt-Jenkins, Chris Reed, Ashley Releford, Christina Roach, Caryn Sanders, Wesley Shimek, Samuel Simmons, Shannon Stevenson, Dean Stuller, Don Szczesny, Gaby Tassin, Marian Thompson, Gretchen Vazquez, Jeremy Williams, Amanda Wilson, and Brian Wilson.

1. **Approval of February 23, 2018, Minutes:** The minutes of the February 23, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Adam Beckom presented staff recommendations for proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support operations, safety, innovative construction, and emergency improvements throughout the region. When evaluating projects, staff reviewed to determine if a project: addresses a safety issue, involves an innovative construction element, addresses an emergency situation, includes incident management/first responders safety benefits, and/or implements recommendations from the regional safety plan. Details on the projects staff proposed for funding using Regional Transportation Council (RTC) funds were provided in Electronic Item 3.1. Projects include: 1) North Central Texas Council of Governments (NCTCOG) Regional Safety Program partnership for \$15 million to address wrong way driving and intersection safety improvements, 2) South Shady Shores Road for \$10 million



for flood improvements in partnership with Denton County, City of Lake Dallas, and Town of Shady Shores, 3) Wycliff Avenue for \$5.6 million for drainage issues in partnership with the Town of Highland Park, 4) IH 30 managed lanes access gates for \$1.2 million for emergency vehicle and first responder access in partnership with the Texas Department of Transportation Dallas District, and 5) Meacham Airport area intersection improvements for \$416,800 in partnership with the City of Fort Worth. The proposed Regional Transportation Council funding for the projects total approximately \$32.216 million. Additional details on the overall funding program were provided in Electronic Item 3.2. The timeline for this 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 Funding Program: Safety Innovative Construction, and Emergency Projects Funding Program. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

4. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented proposed projects to select for funding through the Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. A brief overview of the programs was provided, which was presented to members at a previous meeting. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. Approximately \$2 million was available for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements which enhance mobility and improve air quality. Approximately \$2.9 million was available for this program. Details of the project eligibility, funding details, and evaluation/scoring criteria for both programs were highlighted and provided in Electronic Item 4.3. A total of 60 RTSRP project proposals and 114 Minor Improvement Program proposals were received. At the February 23, 2018 STTC Meeting, the item was tabled because members requested that staff review the scoring and criteria for the programs. Updated project information, as well as scoring, was provided in Electronic Item 4.1 and Electronic Item 4.2. Revised scoring resulted in slight changes to the RTSRP proposed list of projects. Projects for both the western and eastern subregions were highlighted. In addition, the proposed list of projects for the Minor Improvements Program were highlighted for both subregions. In addition, the schedule for this effort was reviewed. Details were provided in Electronic Item 4.3. Mark Titus noted that after the latest rescore, two of Richardson's five arterials dropped below the funding line while two other projects moved above the funding line. This creates an implementation challenge since the arterials that were funded are not contiguous or adjacent. Mr. Titus requested that the motion include the ability for North Central Texas Council of Governments (NCTCOG) staff to allow entities to trade funded corridors for the same dollar amount (or less) of unfunded, submitted corridors if doing so is in keeping with the program goals. He noted that Richardson staff have coordinated with NCTCOG staff who are supportive, with Surface Transportation Technical Committee and Regional Transportation Council approval. In order to allow all entities the same flexibility, Mr. Morris requested that any entity with proposed substitutions provide those to NCTCOG prior to the RTC mail out. A motion was made to recommend Regional Transportation Council approval of the 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Projects as provided in Electronic Item 4.1 and Electronic Item 4.2, respectively. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. If projects

above the line do not move forward for any reason, action also allows staff to continue to the next project on the list for funding. In addition, entities who submit a request to trade funded corridors for the same dollar amount (or less) of unfunded (submitted and scored) corridors by April 6, 2018, will be included in the recommendation to the Regional Transportation Council. Mark Titus (M); Paul Luedtke (S). The motion passed unanimously.

5. **Mobility 2045 Update: Endorsement of Regional Transportation Council Action:**

Kevin Feldt provided an update on the development of Mobility 2045 and requested endorsement of the Regional Transportation Council's (RTC) action to begin the official public comment period on April 9, 2018. Mobility 2045 is anticipated to include approximately \$135.4 billion for transportation and mobility enhancements between now and 2045. The major roadway and asset optimization maps were highlighted, and it was noted no changes have been made to the recommendations since presented at the February RTC Mobility 2045 Plan Workshop. The arterial capacity improvements map was also highlighted, which includes updates. Mr. Feldt noted project recommendation maps and associated tables were available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045). Priced facility and freeway recommendations were also highlighted and remain unchanged. The map of projects for future evaluation was also noted, including an additional north/south arrow in Collin County on the west side of Lake Lavon as there is an additional east/west arrow between Lake Lavon and Lake Ray Hubbard indicating the needed for additional analysis on capacity improvements in those two areas. Another additional area for analysis in the Butler Housing area near Downtown Fort Worth. In addition, transit corridor recommendations were noted, with no changes. The proposed Mobility 2045 plan includes approximately \$52 billion in roadway expenditures. However, regional needs total approximately \$389 billion leaving a shortfall of \$337 billion. Concerns raised at the March 8 RTC meeting included public involvement opportunities for FM 730 and an arterial north of Lake Weatherford, as well as updates to the roadway corridors for future evaluation in Collin County and a policy for active transportation mode share is included. Mr. Feldt highlighted additional plan components such as sustainable development, bicycle and pedestrian facilities, people movers, freight, aviation, Transportation Demand Management, Transportation System Management, high-speed rail, and others. Some of the proposed policy additions include a general policy to support the ability to modify the Mobility Plan for emergency operational improvements and to support implementation of a managed toll lane system within a tolled managed lane policy area. Public comments received to date include eminent domain, the Lake Corridor project in Collin County, funding, the availability of the draft Mobility 2045 plan, commuter rail, funding for more roadway and no transit, a policy foundation for Mobility 2045, transit funding, and others. The schedule for this effort was highlighted, with Surface Transportation Technical Committee (STTC) action anticipated in May and RTC action anticipated in June. The official public comment period begins April 9. Staff will revise recommendations based on STTC, RTC, the public, and transportation partner comments. The draft document will be available April 9. The official public meeting scheduled was reviewed. Dave Carter referenced the arterial roadways map, noting it is nearly impossible to determine which arterial is in which jurisdiction. In addition, the associated tables do not list the city for each of the projects. He noted he had made a request of staff to for a more detailed map of Collin County, which was helpful. He requested that those detailed tables be placed on the website so other agencies have an opportunity to review. A motion was made to endorse Regional Transportation Council approval to begin the official public comment period for Mobility 2045 on April 9, 2018. Dave Carter (M); John Polster (S). The motion passed unanimously.

6. **Next Steps on High-Speed Rail:** Michael Morris discussed the next steps to advance high-speed rail from Houston to Dallas, between Dallas/Arlington/Fort Worth, and from Fort Worth to Waco/Temple-Killeen/Austin/San Antonio/Laredo. Action was proposed for two items.

Regarding high-speed rail from Fort Worth to Laredo, meetings have been held with metropolitan planning organizations (MPOs) in Waco, Temple/Killeen, Austin, San Antonio, and Laredo to use the North Central Texas Council of Governments (NCTCOG) procurement process to select a consultant to work with the MPOs on a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Staff proposed that \$300,000 in Surface Transportation Block Grant Program (STBG) funds be approved to add to \$200,000 from the MPOs in those regions for a total of \$500,000. The desire is to initiate public involvement, consensus building, and an initial feasibility of alignments to then be presented to the Texas Transportation Commission (TTC). If there is agreement, the desire is for the TTC to then move into a Tier 2 environmental review of high-speed rail from Fort Worth to Laredo. The second item is a request for NCTCOG to take the lead in the environmental review of high-speed rail from between Dallas/Arlington/Fort Worth instead of the Texas Department of Transportation (TxDOT) completing the work. TxDOT used America Recovery and Reinvestment Act funds with the Federal Railroad Administration and were not able to produce a draft Environmental Impact Statement. The Regional Transportation Council (RTC) has approved \$5 million in STBG funds for high-speed rail. Additional funds may be needed to complete the environmental clearance from Dallas to Fort Worth. Approval is needed for NCTCOG to take the lead in the environmental review to issue procurement documents. If necessary, staff will come back for approval of additional funding to complete the environmental review between Dallas and Fort Worth. Mr. Morris noted the draft Environmental Impact Statement is now available to review for high-speed rail from Dallas to Houston. Chad Edwards asked if staff has reviewed the availability of STBG funds for use in areas outside the Dallas-Fort Worth region. Mr. Morris noted there are specific rules for the STBG funding program with regard to spending money within the region and spending money to influence a transportation corridor to and from the region. Staff will review eligibility and would come back to STTC and RTC if a different source is needed. John Polster asked if the funding for the study from Fort Worth to Laredo would come from the western subregion and the \$5 million for high-speed rail from Dallas to Fort Worth would be split between the eastern and western subregion. Mr. Morris noted the \$5 million from Dallas to Fort Worth has been approved so there has likely been a calculation, and the \$300,000 would likely be from the western side of the region. A motion was made to recommend Regional Transportation Council approval of \$300,000 in Surface Transportation Block Grant Program funds for a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Action also included a recommendation of RTC approval for the North Central Texas Council of Governments to take the lead on the environmental review of high-speed rail between Dallas/Arlington/Fort Worth. John Polster (M); Bryan Beck (S). The motion passed unanimously.

7. **Status Report on "Big Projects:" IH 635 East Phase 3:** Michael Morris provided an update on IH 635 East Phase 3. North Central Texas Council of Governments (NCTCOG) staff has been working with the Texas Department of Transportation (TxDOT) to close the financial gap on IH 635. NCTCOG staff have also been working on a legal risk assessment for each of the potential funding options for the IH 635 East project. Staff will not recommend that any of the three projects originally slated as "collateral" projects be used to fund the IH 635 East project. Options to fund the project were highlighted. Option 1 is a no build option. NCTCOG staff does not support the no build option. Option 2 includes two non-tolled express lanes in each direction and was proposed by TxDOT Headquarters. Under State law and Regional Transportation Council (RTC) policy, non-tolled lanes cannot be converted to tolled managed lanes. This option is also not supported because as the region approaches 11 million persons in 2045, there will be deteriorating speeds on the express lanes. Options 3, 4, and 5 are similar and include postponing the express lanes with the median left open for future development. This option saves \$200 million and allows for tolled

managed lanes in the future. NCTCOG staff continues to review this option. The environmentally cleared project can be stage constructed with continuous frontage roads and ten general purpose lanes. At the appropriate time in the future, the tolled managed lanes could be introduced in the open median. Some elected officials may not be supportive of this option because they do not want the corridor under construction for an extended period. Options 6, 7, and 8 includes construction of the tolled managed lanes to Royal Lane/Miller Road. This is already in the State Implementation Plan and the preliminary risk assessment done by NCTCOG staff identifies that this option has minimum risk since this scope is included in the environmental document. In this option, the tolled managed lanes could be constructed to Royal Lane/Miller Road with the remaining portion of the corridor to IH 30 including an open median for future development. In this option, on \$65 million in cost is added for the tolled managed lane portion to Royal Lane/Miller Road. However, the tolled managed lanes will generate revenue. Option 9 is to construct tolled managed lanes to Royal Lane/Miller Road and non-tolled express lanes from Royal Lane/Miller Road to IH 30 exactly as included in the environmental document. He noted the RTC's desire to extend the tolled managed lanes to IH 30. Interest of the RTC to support this option as a middle position to move the project forward will be sought. Option 10 is the RTC's current position that is also proposed in the Mobility 2045 recommendations and includes ten general purpose lanes, four tolled managed lanes, interchanges (including at IH 30), and continuous frontage roads from US 75 to IH 30. Mr. Morris noted there are a total of 10 funding options with various ways to fund several options. John Polster noted that even if there is an option to move forward with IH 635 East without the use of funds from other projects to fill the gap, he believed that it will make the future for all other projects that much more difficult because funding flexibility is restricted by the inability to use all available tools. In addition, he noted that it was his understanding that a City of Dallas representative stated at the March 8 RTC meeting that Dallas was not supportive of any alternative that does not include tolled managed lanes. He added other entities are expected to take the same position and encouraged members to be aware that these types of issues challenging local control have impacts to all entities in the region. Shawn Poe asked that members be provided a copy of the graphics presented at the meeting. Mr. Morris noted that he would provide the graphics at a later time, once edited, to prevent there from being more than one version of the slides that will be presented to the RTC. Mr. Poe asked if the projects previously suggested as "collateral" will still be listed in any of the options. Mr. Morris noted that one of the options that TxDOT Headquarters is proposing is to cash in \$500 million of the three "collateral" projects. In the funding tables provided to the RTC the TxDOT option will list those three projects, but there will be a notation that NCTCOG is suggesting that the RTC is not supportive of that option. Paul Luedtke asked if dollar amounts will be available for each of the options at the RTC meeting. Mr. Morris noted the dollar amounts will be included for the RTC meeting for each of the options.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislative action, as part of the February budget deal that included \$20 billion for infrastructure in Fiscal Year (FY) 2018 and FY2019, Congress is finalizing the FY2018 bill totaling \$1.3 trillion for all departments. The bill has been approved by the House and Senate, and was recently signed by the President. Related to the remaining FY2018 appropriations for transportation, of the \$1.3 trillion, approximately \$70.3 billion is included for the Department of Transportation Housing and Urban Development. This is an increase of \$12.6 billion over FY2017 levels. Federal Highway Administration programs will receive an additional \$2.5 billion over FY2017 levels and there will be no rescission of highway contract authority. In addition, \$10.5 billion is included for transit formula grants (an addition \$834 million) and \$2.6 billion for Capital Investment Grants (an additional \$232 million). The Federal Aviation Administration also received an

extension which includes \$18 billion for aviation, an increase of \$1.6 billion. Overall, the bill meets or exceeds the limitations of the Fixing America's Surface Transportation (FAST) Act. Ms. Hernandez also discussed the Transportation Investment Generating Economic Recovery (TIGER) program. TIGER funding was thought to be cut completely. However, FY2018 appropriations includes \$1.5 billion for TIGER which is \$1 billion over previous years. Included is a 30 percent set aside for rural projects, maximum grant of \$25 million, and a maximum state share of 10 percent of all grants. In addition, planning grants are now eligible with up to \$15 million available per project. She also discussed the proposed White House Infrastructure Plan. Last month, the White House officially released a 55 page document outlining the proposed Infrastructure plan followed by a document from the Department of Transportation that provided some additional details and examples of what could be included in the future bill. The plan contains four sections: 1) funding programs, 2) principles for infrastructure improvements, 3) environmental review/permitting process, and 4) workforce developments programs. Approximately \$2 billion is proposed with the goal of leveraging that amount to \$1.5 trillion through public-private partnerships and funding from state and local governments. It includes grant programs for rural projects, innovative projects, and then also has credit programs like expanding Transportation Infrastructure Finance and Innovation Act (TIFIA). The second section includes the principles for infrastructure improvements that are related to financing, highways transit rail and airports. It also proposes more tolling flexibility and expedited project delivery for highways, transit, and rail. The third section creates new review structures and delegating decision making to states in an effort for more efficient processing of environmental reviews. The final section is related to workforce development programs. Congress must still propose a bill, which may not be until next year. Regarding the State Legislature, interim committees continue to meeting on interim charges. Recently the Senate Finance Committee met on topics related to revenue. The State Comptroller presented preliminary revenue estimates. Information was provided on oil and gas tax revenues that are anticipated to be higher, but this only has small impacts to the budget since there is just a small portion of those revenues that go towards the General Revenue fund. The Comptroller also presented potential changes to the Rainy Day fund by creating an investment fund. The House Transportation Committee also recently met and discussed emerging issues in transportation such as automated vehicle technology and drones. The upcoming legislative session begins in January 2019 and a Regional Transportation Council (RTC) Legislation and Finance Workshop is scheduled for May 10, 2018, prior to the RTC meeting.

9. **Waze/511 DFW and Traffic Signal Data Sharing Projects: Second Round Grant**

**Available:** Clint Hail provided information on the second round of grant opportunities focused on traffic signal data sharing and the Waze data sharing program. A review was provided on the first rounds of grant funding. Approximately \$125,000 remains available for each opportunity for grants of up to \$25,000 for programs designed to encourage sharing traffic signal data with the developer community to support connected vehicle, vehicle to infrastructure, and travel navigation applications and making road closure and special event information available to travel navigation platforms such as Waze and DFW 511. For the traffic signal data sharing program, the purpose of the effort is to take a step forward towards making traffic signal data available for the developer community and the wider regional transportation network. Public entities with jurisdiction over traffic signals and a willingness to share the information with outside entities are eligible. The technical proposal is given the highest scoring. For the Waze data sharing program, the purpose of the effort is to help local partners more easily and successfully share road closure and event information with transportation information platforms. Members were encouraged to enroll their respective entities in the Waze Connected Citizens program. At this time, most major cities in Texas and key transportation authorities are enrolled in the Waze Connected Citizens program, including the Texas Department of Transportation and North Texas Tollway

Authority. Applicants were encouraged to include their 911 stations in their technical solutions. Those applicants connecting their 911 centers to Waze in their technical solutions will receive added preference in the application scoring process. Ultimately, the goal is to have 511DFW become the hub for traffic information that is then communicated in Waze to create a seamless platform for data sharing. The schedule for this effort was reviewed, with applications due May 4, 2018, followed by Surface Transportation Technical Committee, Regional Transportation Council, and Executive Board action. Sean Poe noted that many cities are investing significant funds for Active Traffic Management (ATM) systems and encouraged North Central Texas Council of Governments staff to work with manufacturers regarding the value of traffic signal data. In addition, he noted the desire for higher amounts of grant funding for those entities that do not have the finances to invest in ATM systems. Michael Morris noted that higher grant funding opportunities is important and that staff will continue to review opportunities for grant funding as the technology matures in the coming years. Alonzo Liñán asked staff for additional detail about what will be done for the \$25,000. Mr. Morris noted an example in Frisco in which Audi is interested in using information from traffic control systems to communicate with technology inside of vehicles. He noted there are many possibilities and members should complete the survey and include any ideas. Kirk Houser noted an example of how data could be used to determine what traffic signals should be retimed versus the traditional call for projects method of using a scoring criteria.

10. **Tire Recycling Program:** Michael Morris presented information regarding efforts to integrate a tire recycling program within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the transportation system each year, and approximately 100,000 from trucks. These tires end up in landfills, are sometimes dumped illegally, and worn out tires used on the roadway are a safety issue. There is an opportunity to develop a horizontal program to centralize the collection of tires to be recycled into new products. The City of Dallas is interested in exploring this initiative and is looking for regional partners. The effort will potentially be added to the Metropolitan Transportation Plan Policy Bundle. Mr. Morris asked that anyone interested in potentially participating in this initiative contact April Leger to be included in future meetings on this topic.
11. **Start of Ozone Season:** Jody Loza provided an update on a variety of air quality topics pertaining to North Central Texas, including the beginning of the 2018 ozone season. She noted the Air Quality Handbook, distributed at the meeting. The purpose of the handbook is to highlight the various projects, programs, and policies supported through the North Central Texas Council of Governments (NCTCOG) and partner agencies, and also the positive impact these have and continue to have on improving air quality in the region. She noted that the ozone season began on March 1 and continues through the end of November. Currently in the 2018 ozone season, the region has experienced no exceedance days. At this time last year, the first exceedance day occurred in May. The current design value is 68 parts per billion (ppb). The 2017 ozone season ended at 79 ppb, which was the lowest design value the region has experienced since tracking began. Ms. Loza also highlighted various air quality funding opportunities related to Clean Fleets North Texas, the Volkswagen settlement, the Metropolitan Transportation Plan Policy Bundle, and the Texas Emissions Reduction Plan. Details of the opportunities were provided in Electronic Item 11. In addition, 2018 Air North Texas efforts were highlighted. This year, Campus Clean Air Action Days will take place at participating universities March-April 2018. Staff will participate in regional outreach events, as well as promote Air Quality Awareness Week through a social media campaign. Clean Air Action Day is June 22, 2018, and also a Surface Transportation Technical Committee meeting day. Air North Texas advertisements and marketing will appear on billboards, radio, online, and others May-October 2018. In addition, interested parties can sign up to receive Air North Texas air pollution alerts at [www.airnorthtexas.org](http://www.airnorthtexas.org). Regarding the 2015 8-hour ozone National Ambient Air Quality

Standard (NAAQS), the Environmental Protection Agency (EPA) released a federal register notice on November 16, 2017, that designated 2,646 counties as attainment. On January 16, 2018, the 2015 8-hour ozone NAAQS rule became effective. Staff anticipates that the final rule classifying nonattainment counties will occur by the end of April 2018. The Dallas-Fort Worth 10-county nonattainment region is expected to be classified as marginal. Ms. Loza noted that staff is monitoring a recent United State Court of Appeals South Coast Air Quality Management District versus the EPA decision. The decision essentially vacated most of the 2008 ozone implementation rule. NCTCOG staff is working with the Texas Commission on Environmental Quality and the Federal Highway Administration on how this decision impacts the Dallas-Fort Worth region. This region, as well as other regions, could face potential new conformity requirements or redesignations as a result of the decision. She noted the Regional Transportation Council has sent correspondence to United States Congressional representatives requesting that they work with the EPA to determine the impacts to the region and the best way to move forward. Staff will continue to provide updates to members as more information is available.

12. **Bike Share Update:** Kevin Kokes provided information regarding bike share and ongoing discussions with stationless/dockless bike share companies that have recently deployed in cities across the region. Traditional bike share is an opportunity to rent a bicycle, focused in limited locations, typically run by nonprofit organizations with fixed locations for rental and returns. In recent months, private enterprise has entered the marketplace bringing bikes that are possible to rent anywhere in the region. This option has no docking stations or fixed bike racks, is GPS-based, and a mobile app identifies locations and unlocks/locks bikes for use through a pay-as-you-go system. There are many advantages to stationless/dockless bike shares that include accessibility, affordability, first/last mile connections to transit, opportunities to reduce short car trips, public health benefits, and data for improved planning. Concerns have been well documented by the media in recent months, but primarily are related to where the bicycles are being parked, potential safety or Americans with Disabilities Act issues for blocked sidewalks, aesthetics, lack of order, and rebalancing of fleets. At the local level, there have been a range of approaches to how the local communities are integrating bike share into their communities. Mr. Kokes noted that all communities are interested in the opportunity to learn from the data about where bike shares are most utilized to help plan for future infrastructure. Related to transportation, data can help entities understand where people are starting and ending trips, routes taken, and how plans can accommodate users. An example of trip origination data in the Dallas was highlighted. Staff and entities in the region will be monitoring bike share developments and working with bike share companies. The North Central Texas Council of Governments (NCTCOG) will be collecting and assembling ordinances and permitting requirements that are being adopted locally, as well as around the country and are happy to share the information with Committee members. In addition, NCTCOG staff will be coordinating with various cities that are actively engaging bike share companies to discuss the appropriate format of data collected and its use in analyzing the bicycle network for transportation planning purposes. He encouraged members considering some type of bike share to contact staff to be included as part of the informal group. Members discussed virtual bike parking racks, as well as some of the concerns related to dockless bike share. Greg Ramey suggested that standardization be a consideration so that things like virtual bike racks are consistent and easily recognized across jurisdictions.
13. **Fast Facts:** Vercie Pruitt-Jenkins noted that a new member orientation for primary and alternate Regional Transportation Council (RTC) members will be held on Thursday, April 12, 2018, Transportation Council Room.

Victor Henderson referenced the Public Comments Report provided in Electronic Item 13.1. The report is a compilation of general public comments submitted by members of the public from January 20 through February 19, 2018. The majority of comments received were regarding the IH 635 East project.

Carli Baylor highlighted February public meeting minutes provided in Electronic Item 13.2. Public meetings were held February 5, 7, and 13. Presentations included Mobility 2045, Access North Texas, and funding initiatives.

Carli Baylor also noted the April public meeting notice was distributed at the meeting in Reference Item 13.12. Public meetings are scheduled for April 9, 10, and 11, 2018. Topics to be presented included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality updates, and results from a recent bicycle survey.

In addition, Carli Baylor noted upcoming spring outreach events. Each spring, the Transportation Department participates in various events to discuss transportation and air quality programs with North Texans. A complete list of the events were provided in Electronic Item 13.3.

Brian Wilson noted that the spring edition of Mobility Matters was distributed at meeting. Articles included Mobility 2045, the Hyperloop, and a feature article on the RTC Vice Chair Gary Fickes. An online edition of Mobility Matters is available at [www.nctcog.org/mobilitymatters](http://www.nctcog.org/mobilitymatters).

Alexis Ackel highlighted current air quality funding opportunities for vehicles. Opportunities include the Clean Fleets North Texas 2018 Call for Projects. Approximately \$1.5 million is available for the replacement of both on-road and off-road diesel vehicles. A workshop is scheduled for April 5, at 1:00 pm. Details were provided in Electronic Item 13.4.

Alexis Ackel also highlighted upcoming Dallas-Fort Worth Clean Cities Coalition events. A Sustainable Landscaping event is scheduled for 1:30 pm on March 27. Details were provided in Electronic Item 13.5.

Alexis Ackel also noted that the North Central Texas Council of Governments recently submitted comments as part of the Volkswagen settlement, provided in Electronic Item 13.6, related to Electrify America.

Nancy Luong noted that free Car Care Clinics will be held in April to encourage drivers to properly maintain their vehicles because this has a positive effect on air quality. This year's focus is on check engine lights. Details were provided in Electronic Item 13.7. Handouts were also distributed at the meeting.

Dora Kelly discussed an AirCheckTexas outreach assistance request to help promote the AirCheckTexas Drive a Clean Machine program. Members were encouraged to add information about the program to their newsletters, water bill inserts, or social media posts. Partner resources were made available in Electronic Item 13.8.

Shawn Conrad announced that NCTCOG, in partnership with the Urban Land Institute and other partnering organizations, will host two summits focused on creating walkable developments in North Texas on April 19 and 20. NCTCOG has also been working with George Washington University to identify dense walkable places in the Dallas-Fort Worth



region and this research study will also be discussed at the summits. Details were provided in Electronic Item 13.9.

Kevin Kroll noted that NCTCOG is preparing to release a Request for Proposals for Commercial Vehicle Enforcement (CVE) equipment and training. The program will provide North Texas CVE police agencies with needed portable weight scales and training in an effort to reduce the number of commercial vehicle related crashes caused by overweight and unsafe commercial vehicles, provide air quality benefits, and to protect regional roadways and bridges by enforcing compliance with State laws regulating commercial vehicle weight.

The current Local Motion was provided in Electronic 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler reminded members that the deadline for the second round of the Metropolitan Transportation Plan Policy Bundle was Friday, April 6, 2018. In addition, he introduced new North Central Texas Council of Governments (NCTCOG) staff: Clint Hail, Marcus Mallard, Evan Newton, and Alex Nervo. He also noted that Caryn Sanders was recently transferred to the Travel Demand Management team. Mr. Kessler also noted that NCTCOG staff has been invited to Camp Mabry in Austin to brief military leaders on the Joining Forces effort NCTCOG conducts in collaboration with military and community leaders.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 27, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

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Surface Transportation Technical Committee

April 27, 2018

# A COOPERATIVE EFFORT

## Local Governments

- Cities
- Counties

## Texas Department of Transportation

- Dallas District
- Fort Worth District
- Paris District

## Transit Agencies

- DART
- Trinity Metro
- DCTA

## Transportation Agencies

- North Texas Tollway Authority
- DFW Airport



The collage features three main images: a large highway interchange with multiple lanes and overpasses; a row of red bicycles docked at a station; and a green and yellow train at a station platform. The North Central Texas Council of Governments logo is in the top right corner of the collage.

**2019-2022** Transportation Improvement Program for North Central Texas

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects.
  - Make needed revisions to existing project schedules, funding, and/or scope.
  - Develop revised project listings.
  - Financially constrain project programming based on estimated future revenues.
  - Conduct Mobility Plan and Air Quality conformity review.
  - Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).

# SCOPE OF PROGRAMMING

- \$6.22 Billion in the 2019-2022 TIP (Roadway and Transit)
  - \$3.34 Billion in Federal Commitments
  - \$0.98 Billion in State Commitments
  - \$0.14 Billion in Regional Commitments
  - \$1.36 Billion in Local Commitments
  - \$0.40 Billion in Transit Commitments
- 1,107 Active Projects (Roadway and Transit)
- 76 Implementing Agencies (Roadway and Transit)

# REQUESTED ACTION

- Recommend RTC approval of:
  - The projects and project changes shown in the 2019-2022 TIP roadway double entry report and transit listings (Electronic Item 3.2)
  - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents
- Only projects in FY 2019-2022 will be included in the new TIP
  - Projects in FY 2023+ will be included in an appendix to allow project development activities to continue.

# TIMELINE

May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February - March 2018	Presented draft listings to STTC and RTC for Information
<b>April 2018</b>	Conduct public meetings <b>Present final listings to STTC for Action</b>
May 2018	Present final listings to RTC for Action
June 2018	Transmit final document to TxDOT
August 2018	Anticipate approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipate federal approval of the STIP

# 2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

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Principal Transportation Planner

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Transportation Planner III

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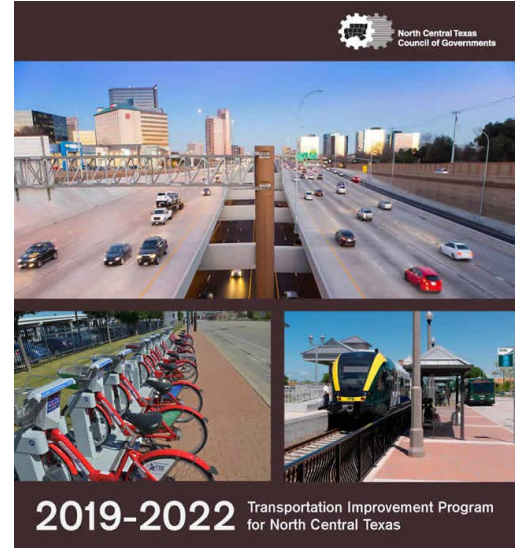


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## 2019-2022 Transportation Improvement Program Draft Project Listings

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program or TIP is a staged, multi-year program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth metropolitan area. The TIP contains projects with committed funds in fiscal years 2019, 2020, 2021, and 2022. Project listings are financially constrained to available resources.

Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.



 Select Language ? ?
[BACK TO TIP MAIN PAGE](#)

**4/27/2018--Draft Project Listings--Surface Transportation Technical Committee** [Will be posted by COB, 4/20/2018]

**4/9,10,11/2018--Draft Project Listings--Public Meetings** [PDF]

**3/1/2018--Draft Project Listings--Regional Transportation Council** [PDF]

**2/23/2018--Draft Project Listings--Surface Transportation Technical Committee** [PDF]

**MEMORANDUM OF AGREEMENT**  
**Between**  
**The DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION**  
**and**  
**The TEXAS DEPARTMENT OF TRANSPORTATION**  
**and**  
**The PUBLIC TRANSPORTATION OPERATORS**

It is the purpose of this agreement to make provision for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Dallas-Fort Worth Metropolitan Planning Area and to provide a single agreement among the State, the MPO, and the Public Transportation Operator(s) in accordance with current federal legislation.

WHEREAS the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) promulgated regulations 23 CFR 450.314, continued in Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS § 450.314 – Metropolitan Planning Agreements further requires that the MPO, the State, and the public transportation operator(s) cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in clearly identified written agreements between the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area; and

WHEREAS it is recommended that to the extent possible, a single agreement among all responsible parties be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) (§ 450.324), the Metropolitan Transportation Improvement Program (TIP) (§ 450.326), and development of the annual listing of obligated projects (§ 450.334).

NOW, THEREFORE, the parties do agree as follows:

- To cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- To make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP and the TIP.
- That the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- To develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans.
- And, that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs as part of this Metropolitan Planning Agreement in Appendix H of the Work Program.

Signatory (page 1 of 2):

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS:**

  
Mike Eastland, Executive Director


Date: 8/31/17

**DENTON COUNTY TRANSPORTATION AUTHORITY:**

  
James C. Cline, Jr., P.E., President

Date: 5 July 2017

**FORT WORTH TRANSPORTATION AUTHORITY:**

  
Paul J. Ballard, President and Chief Executive Officer

Date: June 30, 2017

**DALLAS AREA RAPID TRANSIT**

  
Gary C. Thomas, President/Executive Director


Date: June 29, 2017

**DALLAS FORT WORTH INTERNATIONAL AIRPORT**

  
Sean Donohue, Chief Executive Officer

Date: June 29, 2017

**REGIONAL TRANSPORTATION COUNCIL:**


  
Michael Morris, Director of Transportation

Date: 9/6/17


**TEXAS DEPARTMENT OF TRANSPORTATION:**

  
Loyl Bussell, P.E., Acting District Engineer, TxDOT Fort Worth District

Date: 7/24/17

  
James K. Selman, P.E., District Engineer, TxDOT Dallas District

Date: 7/5/17

  
Noel Paramanatham, P.E., District Engineer, TxDOT Paris District

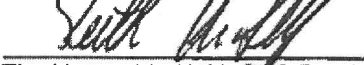
Date: 7/28/17

**NORTH TEXAS TOLLWAY AUTHORITY:**

  
Gerry Carrigan, CEO/Executive Director

Date: 7/1/17

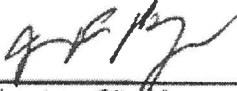
**COLLIN COUNTY TOLL ROAD AUTHORITY:**

  
The Honorable Keith Self, President


Date: 7/5/17

Signatory (page 2 of 2):

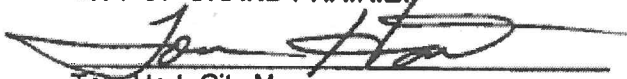
**CITY OF ARLINGTON:**

  
\_\_\_\_\_  
Trey Yelverton, City Manager  
James F. Parajon, Deputy City Manager  
Date: 7-19-17


**CITY OF MCKINNEY:**

  
\_\_\_\_\_  
Paul Grimes, City Manager  
Date: 7/20/17

**CITY OF GRAND PRAIRIE:**

  
\_\_\_\_\_  
Tom Hart, City Manager  
Date: July 6<sup>th</sup>, 2017

**CITY OF MESQUITE:**

  
\_\_\_\_\_  
Cliff Keheley, City Manager  
Date: 7-19-17

**DRAFT**

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION (MPO),  
THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT), AND  
THE PUBLIC TRANSPORTATION OPERATORS**

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 Code of Federal Regulations (CFR) 450.314; and,

**WHEREAS**, the Metropolitan Planning Organization (MPO), the State, and the Public Transportation Operators are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process; and,

**WHEREAS**, these responsibilities shall be clearly identified in written agreements among the MPO, the State, and the Public Transportation Operators serving the Metropolitan Planning Area (MPA) ; and,

**WHEREAS**, to the extent possible, a single agreement between all responsible parties should be developed; and,

**WHEREAS**, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program (TIP), and development of the annual listing of obligated projects; and,

**WHEREAS**, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality-related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality-related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996; and,

**WHEREAS**, the federal regulations require that the MPO, State Department of Transportation (DOT), and the Public Transportation Operators shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**NOW THEREFORE**, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provisions for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Dallas-Fort Worth MPA.

**DRAFT**

The State of Texas acting through the Texas Department of Transportation (TxDOT), or the Regional Transportation Council, as the transportation policy body of the North Central Texas Council of Governments, serving together as the Dallas-Fort Worth MPO, and Public Transportation Operators agree as follows:

**2. Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) and TIP.
- c. Ensure TxDOT, the Public Transportation Operators and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the Unified Planning Work Program (UPWP) required to be developed by the MPO will detail and document these responsibilities, deliverables and associated costs. Each party will bear its own costs for activities associated with this MOU, unless the MPO allocates funding for such activity and is reflected in the UPWP.

**3. Performance Based Planning and Programming.**

- a. Developing transportation performance data
  - i. TxDOT will provide the MPO with a subset for their MPA of the State performance data used in developing statewide targets.
  - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
  - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.

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MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

- ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.
  - 1. For each applicable target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
    - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
    - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
      - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
    - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution, meeting minutes, or other documentation evidencing approval of such targets.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

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- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
  - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
  - i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

#### **4. Responsibilities of the MPO.**

The MPO will:

- a. Work in consultation with Public Transportation Operators and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operators and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operators and TxDOT, update the MTP and TIP in accordance with State and federal laws.
- e. Invite transit authorities to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Dallas-Fort Worth MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

#### **5. Responsibilities of the Public Transportation Operators.**

The Public Transportation Operators, as applicable, will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit or other projects for inclusion in the MTP.



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- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit or other obligated projects with federal funds.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets, as applicable, and share with the MPO and other interested parties.

**6. Responsibilities of TxDOT.**

- a. Work in consultation with Public Transportation Operators and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit Authorities, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

**7. Term.** This MOU shall become effective as to each Party when executed by such party. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.

**8. Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

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9. **Governing Law**. This MOU shall be governed by the laws of the State of Texas.

10. **Severability**. If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

**(SIGNATURE PAGES TO FOLLOW)**

**DRAFT**

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

**METROPOLITAN PLANNING ORGANIZATION**

**Regional Transportation Council**

\_\_\_\_\_  
Michael Morris, P.E., Director of Transportation

Date: \_\_\_\_\_

**North Central Texas Council of Governments**

\_\_\_\_\_  
Mike Eastland, Executive Director

Date: \_\_\_\_\_

**PUBLIC TRANSPORTATION OPERATORS**

**Dallas Area Rapid Transit**

\_\_\_\_\_  
Gary C. Thomas, President/Executive Director

Date: \_\_\_\_\_

**Denton County Transportation Authority**

\_\_\_\_\_  
James C. Cline, Jr., P.E. President

Date: \_\_\_\_\_

**Fort Worth Transportation Authority**

\_\_\_\_\_  
Paul J. Ballard, President and Chief Executive Officer

Date: \_\_\_\_\_

**City of Arlington**

\_\_\_\_\_  
Trey Yelverton, City Manager

Date: \_\_\_\_\_

**City of Grand Prairie**

\_\_\_\_\_  
Tom Hart, City Manager

Date: \_\_\_\_\_

**DRAFT**

**City of McKinney**

\_\_\_\_\_  
Paul Grimes, City Manager

Date: \_\_\_\_\_

**City of Mesquite**

\_\_\_\_\_  
Cliff Keheley, City Manager

Date: \_\_\_\_\_

**Collin County Toll Road Authority**

\_\_\_\_\_  
The Honorable Keith Self, President

Date: \_\_\_\_\_

**North Texas Tollway Authority**

\_\_\_\_\_  
Gerry Carrigan, CEO/Executive Director

Date: \_\_\_\_\_

**Dallas Fort Worth International Airport**

\_\_\_\_\_  
Sean Donohue, Chief Executive Director

Date: \_\_\_\_\_

**STATE OF TEXAS, THROUGH THE DEPARTMENT OF TRANSPORTATION**

**Texas Department of Transportation**

\_\_\_\_\_  
Loyl Bussell, P.E. Acting District Engineer  
TxDOT Fort Worth District

Date: \_\_\_\_\_

\_\_\_\_\_  
James K. Selman, P.E. District Engineer  
TxDOT Dallas District

Date: \_\_\_\_\_

\_\_\_\_\_  
Noel Paramanathan, P.E. District Engineer  
TxDOT Paris District

Date: \_\_\_\_\_

# TIRE RECYCLING PROGRAM

**Surface Transportation Technical Committee**

**April 27, 2018**

**Jenny Narvaez  
NCTCOG**



North Central Texas  
Council of Governments

# TIRE RECYCLING PROGRAM

## The Problem

Improperly discarded tires lead to a number of harmful effects on:

- The environment
- Human health
- Safety



# TIRE RECYCLING PROGRAM

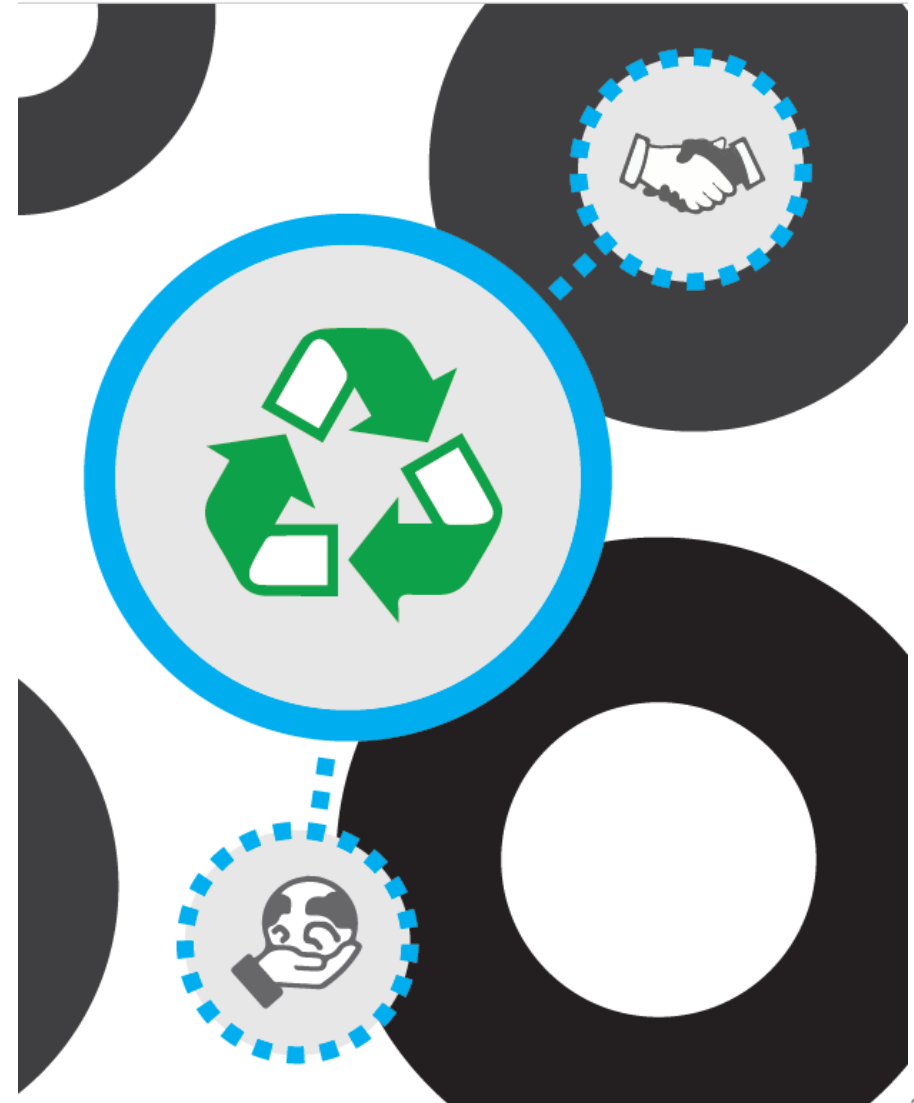
## The Solution

Scrap tire recycling and collection programs would:

Improve the environment

Increase safety

Create jobs



# TIRE RECYCLING PROGRAM

## Implementation of Program

### **Mobility 2045 – Language inclusion into the Environmental Considerations Chapter**

*“Transportation-related businesses also can support healthy communities and the environment. For example, byproducts of transportation that may otherwise be dumped in the natural environment or stored at landfills can be recycled into new transportation sources, such as crumb rubber asphalt or railroad ties. This process promotes healthy communities by eliminating a potential breeding ground for mosquitoes when rainwater collects in abandoned transportation byproducts, such as tires.”*

**Continue discussions with Regional Transportation Council and local governments to implement regional program**

**Include in forthcoming Metropolitan Transportation Plan Policy Bundle**



# TIRE RECYCLING PROGRAM

## Requested Action

**Recommend Surface Transportation Technical Committee Approval of:**

**Adding Tire Recycling Program language to Mobility 2045 for incorporation into the Metropolitan Transportation Plan Policy Bundle**

**Allow staff to engage the Committee, Regional Transportation Council and local governments to advance conversations for policy implementation**

# TIRE RECYCLING PROGRAM

## Contact

**Jenny Narvaez**  
**Principal Air Quality Planner**  
**(817) 608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**



# Clean Air Action Day (June 22, 2018)

Surface Transportation Technical Committee

Whitney Vandiver, Communications Supervisor  
April 27, 2018

# What is Air North Texas?

- A public awareness campaign that encourages residents of North Texas to make clean air choices
- Composed of a coalition of regional organizations committed to improving the air in North Texas
- Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

# Clean Air Actions

Do at least one thing to help improve air quality on Friday, June 22, 2018.

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

# How STTC Members Can Participate on June 22

Carpool to the June STTC Meeting

Join the June STTC Meeting remotely instead of attending in person

Become an Air North Texas partner and bring a signed partner agreement to the June 22 STTC meeting or submit to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org)

Implement a Clean Air Action Day Challenge at your organization

# Challenge Overview

Coordinate with your organization's Air North Texas representative

Implement challenge within your organization

Have Air North Texas rep send an overview of your challenge to Air North Texas staff by June 29, 2018

Transportation Development Credits for top participating Air North Texas partner organizations

# Air North Texas Partners



Brookhaven College  
DALLAS COUNTY COMMUNITY COLLEGE DISTRICT



American Lung Association – DFW Region  
 Brookhaven College  
 City of Anna  
 City of Arlington  
 City of Bedford  
 City of Cedar Hill  
 City of Dallas  
 City of Denton  
 City of Fort Worth  
 City of Grand Prairie  
 City of Grapevine  
 City of Kennedale  
 City of Mesquite  
 City of North Richland Hills  
 City of Plano  
 City of Richardson  
 Cedar Valley College  
 DART  
 DCTA  
 DFW Airport  
 Health and Wellness Alliance for Children  
 Hood County  
 Insta-brite Technologies  
 NCTCOG  
 The North Texas Commission  
 Dallas County  
 Parker County  
 Tarrant County  
 Trinity Metro  
 TxDOT – Dallas  
 TxDOT – Fort Worth  
 U.S. Green Building Council – North Texas Chapter  
 University of North Texas Health Science Center  
 University of Texas at Arlington  
 UT Southwestern



# Contacts

Mindy Mize  
817-608-2346  
mmize@nctcog.org

Whitney Vandiver  
817-704-5639  
wvandiver@nctcog.org



[www.airnorthtexas.org](http://www.airnorthtexas.org)



**AIR NORTH TEXAS PARTNER AGREEMENT**

**WHEREAS**, the Regional Transportation Council, 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 a forum for cooperative decisions on transportation; and,

**WHEREAS**, the \_\_\_\_\_ is a \_\_\_\_\_ that supports the Regional Transportation Council and the goals and mission statements of the *Air North Texas* campaign; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

**WHEREAS**, the primary goal of air quality management is the protection of public health and welfare, reducing and improving the health impacts caused predominantly by mobile-source emissions with the assistance of partnering entities while preserving the economic vitality of the region; and,

**WHEREAS**, the North Central Texas Council of Governments has formed alliances with public and private entities in the region to assist and support in the development of the *Air North Texas* campaign elements, and the dissemination of information; and,

**WHEREAS**, the *Air North Texas* campaign is a collaborative initiative involving partners from public, private and non-profit entities that will promote a consistent regional message; and,

**WHEREAS**, the *Air North Texas* campaign is committed to increasing air quality awareness to citizens and residents in the North Texas region; and,

**AIR NORTH TEXAS PARTNERS PLEDGE TO ACKNOWLEDGE AND ACCOMPLISH THE FOLLOWING, AS IT APPLIES OR AS APPROPRIATE:**

**Section 1.            *Air North Texas Goal and Mission Statement***

- 1.1**     A voluntary effort and creative platform to develop a regional brand to generate increased awareness that will foster behavioral changes to improve air quality
  
- 1.2**     An all-inclusive branding effort that will serve to bridge existing and developing air quality programs into one comprehensive and mutually complementary initiative

## **Section 2.**

### ***Air North Texas Support to Partners***

- 2.1 Promotion and placement of partner logos on [www.airnorthtexas.org](http://www.airnorthtexas.org)
- 2.2 *Air North Texas* partners will be promoted and recognized throughout the run of the campaign as a regional partner, generating consistent brand visibility
- 2.3 Sample press releases are available for download online
- 2.4 Advertising collateral and campaign materials are available for download online
- 2.5 Partner recruitment tools will be provided to aid in the process of soliciting new and potential members
- 2.6 Shared results generated from the annual performance evaluation process
- 2.7 Shared results generated from audience survey

## **Section 3.**

### ***Partners Support to Air North Texas (where applicable and as appropriate)***

#### **3.1 Branding**

- 3.1.1 Placement of the *Air North Texas* brand/logo on relevant printed collateral for air quality efforts and initiatives, or where applicable
- 3.1.2 Provide a link to the official *Air North Texas* campaign Web site on your Web site. *Air North Texas* Web site buttons are available for download or the URL can be listed that shows the link: [www.airnorthtexas.org](http://www.airnorthtexas.org)

#### **3.2 Implementation**

##### **3.2.1 Air Quality Education and Outreach**

- a. Plan, host and/or participate in one or more public event to generate awareness of the *Air North Texas* campaign
- b. Plan, host and/or support one or more press, promotional, or partner recognition event for media or other stakeholders
- c. Recruit and encourage general public audience to sign up as an *Air North Texas* member to promote clean air

### **3.2.2 Shared Resources (non-monetary)**

- a. Assist new and existing partners by providing guidance and resources needed to fulfill partner commitments (resources may be in the form of promotional/educational materials, marketing collateral, and services)
- b. Provide discounted or complementary services to *Air North Texas* partners for article placement, advertising, conference registrations and/or other events that promote the partnership and/or campaign

### **3.2.3 Media Relations**

- a. Issue one or more press release(s) announcing your membership and participation in the *Air North Texas* campaign. Sample press releases and boilerplate information are available for download on our Web site
- b. Each quarter, publicize your organization's involvement with the *Air North Texas* campaign. Sample advertising collateral are available for download from the Air North Texas Web site

### **3.2.4 Regional Partner Recruitment and Solicitation**

- a. Inform your members or constituents about the partnership and promote the benefits of being involved in the regional initiative
- b. Publish articles or other informational materials endorsing the partnership
- c. Identify and provide opportunities for *Air North Texas* partners to communicate with your members or constituents about the *Air North Texas* campaign and the partnership
- d. Recruit new *Air North Texas* partner(s) to assist in the planning and implementation of this regional air quality collaborative effort

### **3.2.5 Progress Reporting / Annual Recognition**

- a. Provide an annual status report on implemented tasks
- b. Share and exchange information with *Air North Texas* partners highlights and successes of your promotional efforts

- c. Qualify and/or participate in annual recognition event for partners and members of the *Air North Texas* community
- d. Distribute a survey about the *Air North Texas* campaign's overall performance to your member and/or constituents

This partner agreement is a non-binding mutual expression of cooperation to support the principles outlined in section 1. This agreement is not intended to confer or create a financial obligation or expectation of payment to or from an Air North Texas Partner, the North Central Texas Council of Governments, or the Regional Transportation Council.

Execution Date \_\_\_\_\_

\_\_\_\_\_  
Name

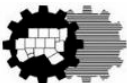
Title

Entity

# 2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS (ROUND 2)

Surface Transportation Technical Committee  
April 27, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships**
  - Round 1
  - Round 2
  - Round 3/Intersection Improvements
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments**
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Program Partially Completed

= Pending STTC/RTC Approval

# STRATEGIC PARTNERSHIPS (ROUND 2)

- Purpose
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds, and advance project development
- Selection criteria to be considered:
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.)
  - Project has multiple non-RTC stakeholders/contributors
  - Project is of strategic importance within/to the region



# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
East Bear Creek Rd. from IH 35E to Hampton Rd. – Widen from 2 to 4 lanes, add/widen sidewalks, intersection improvements	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.40	\$10.10
Merritt/Sachse Rd. from South of Creek Crossing Lane to Pleasant Valley Rd. – Reconstruct & widen 2 to 4 lane divided urban; Intersection, signal, & shared use path improvements along Merritt Rd.	City of Sachse, Collin County, Dallas County	\$10.00	\$5.0-\$10.0
SH 66 at Dalrock – Intersection improvements	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line – Intersection improvements	City of Coppell, City of Dallas, City of Irving, TxDOT Dallas	\$3.20	\$1.80
	<b>Subtotal</b>	<b>\$30.75</b>	<b>\$19.67-24.67</b>

# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
Meandering Road from SH 183 to Gillham Rd. – Realign intersection, add traffic signal, & construct roundabout at LTJG Barnett; Reconstruct Meandering Rd. from 4 to 3 lanes & add sidewalks & bicycle lanes	City of Fort Worth	\$15.00	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations – IH 20 from Fort Worth and Western Railroad to Campus Dr.	TxDOT Fort Worth	\$1.12	\$0.28
	<b>Subtotal</b>	<b>\$16.12</b>	<b>\$0.28</b>
	<b>TOTAL</b>	<b>\$46.87</b>	<b>\$19.95-\$24.95</b>

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
<b>STTC Information</b>	<b>April 27, 2018</b>
RTC Information	May 11, 2018
Public Meetings	May 2018
STTC Action	May 25, 2018
RTC Action	June 14, 2018

# QUESTIONS?

**Adam Beckom, AICP**

Principal Transportation Planner

817-608-2344

[abeckom@nctcog.org](mailto:abeckom@nctcog.org)

**Christie J. Gotti**

Senior Program Manager

817-608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Brian Dell**

Transportation Planner III

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

# 2017 North Texas Regional Bicycle Opinion Survey

NCTCOG  
Sustainable Development Program  
Kevin Kokes, AICP



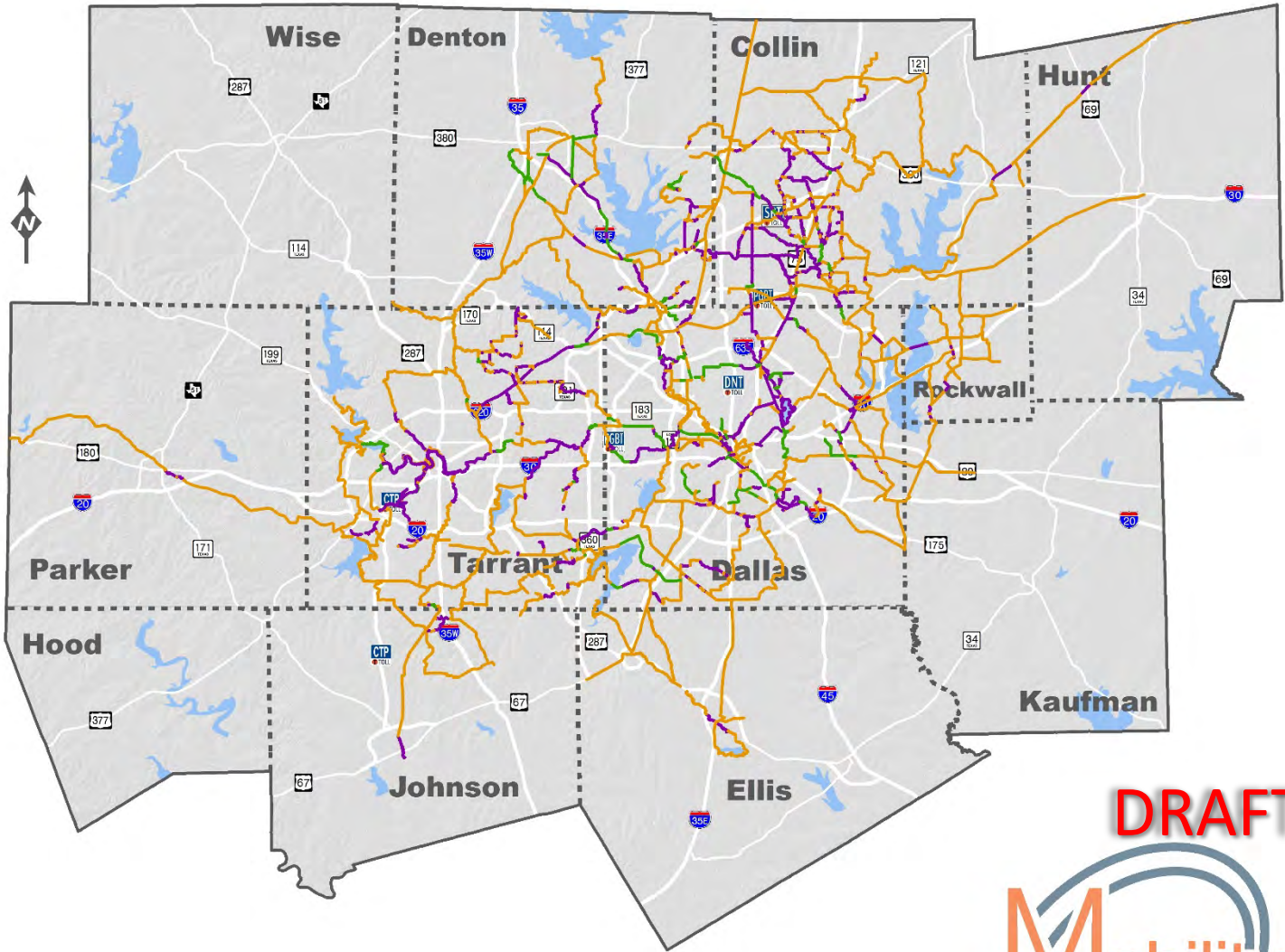
North Central Texas  
Council of Governments

Surface Transportation Technical Committee

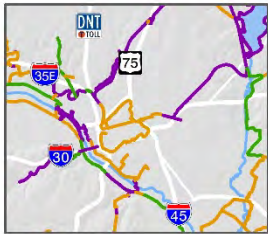
April 27, 2018

# Regional Veloweb

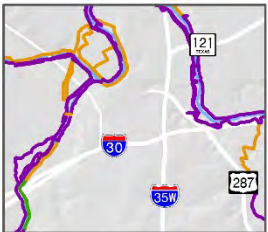
- Existing 455 Miles
- Funded 142 Miles
- Planned 1,284 Miles
- Total 1,881 Miles



Dallas CBD



Fort Worth CBD



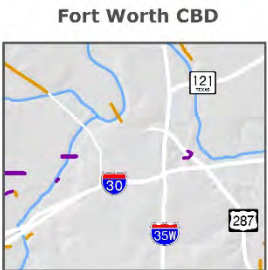
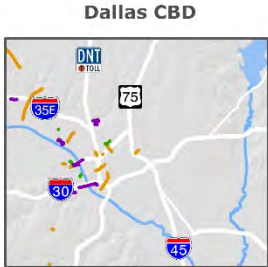
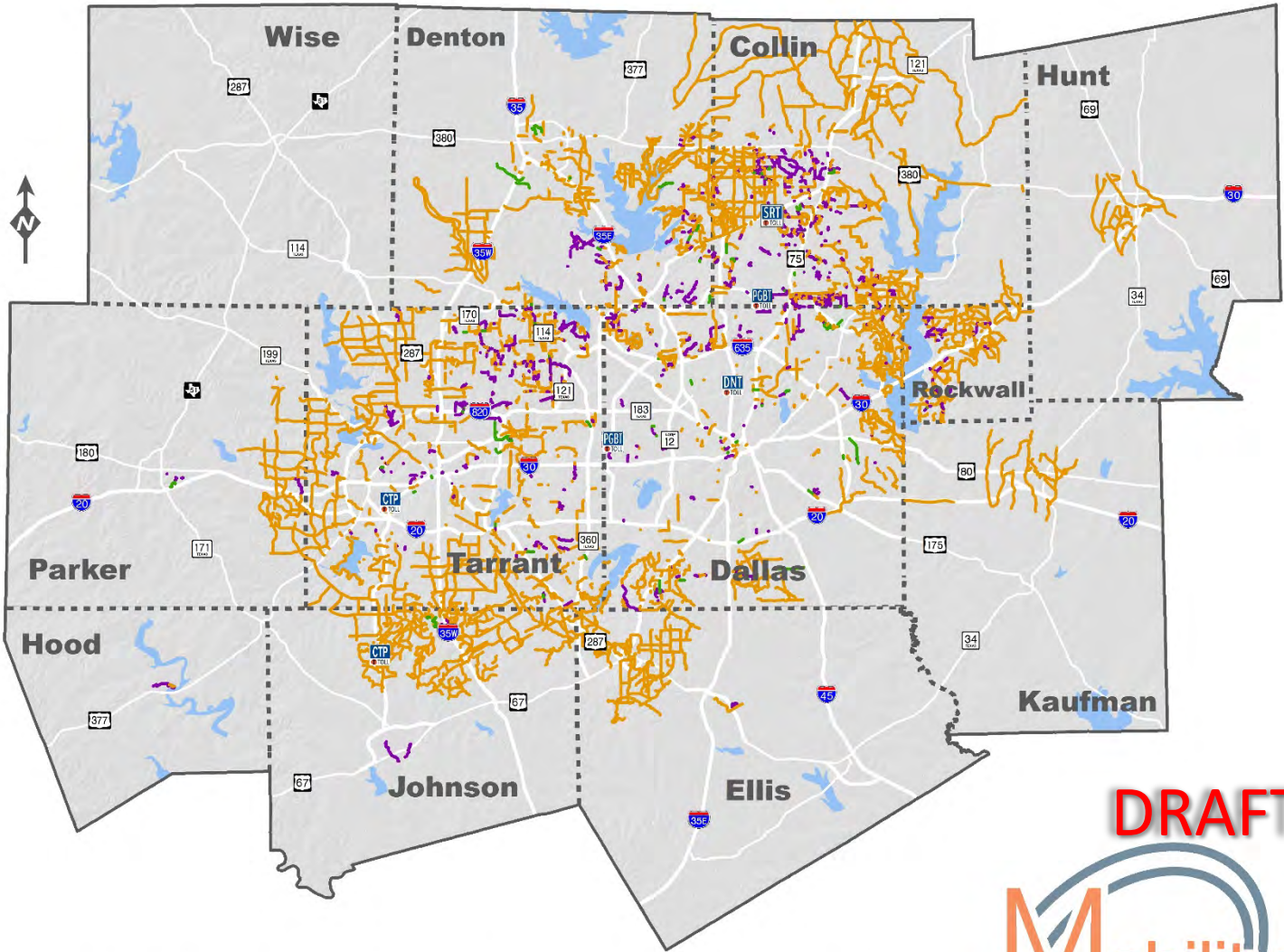
**DRAFT**



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

# Community Shared-Use Paths

- Existing 309 Miles
- Funded 54 Miles
- Planned 2,589 Miles
- Total 2,952 Miles



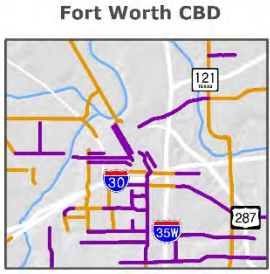
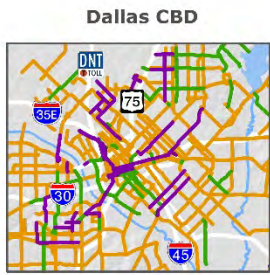
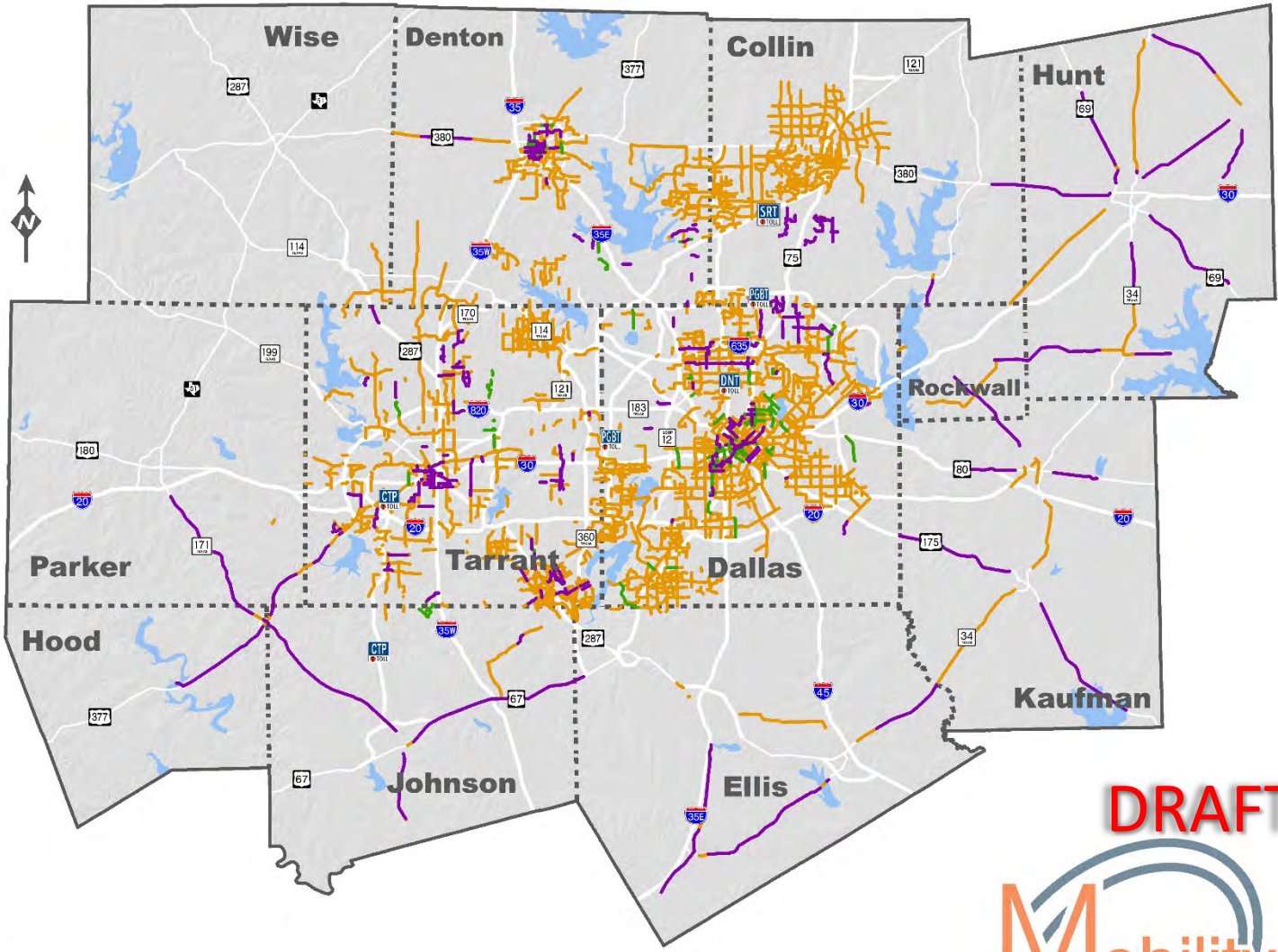
Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# On-Street Bikeway Network

- Existing 454 Miles
- Funded 85 Miles
- Planned 1,919 Miles
- Total 2,458 Miles

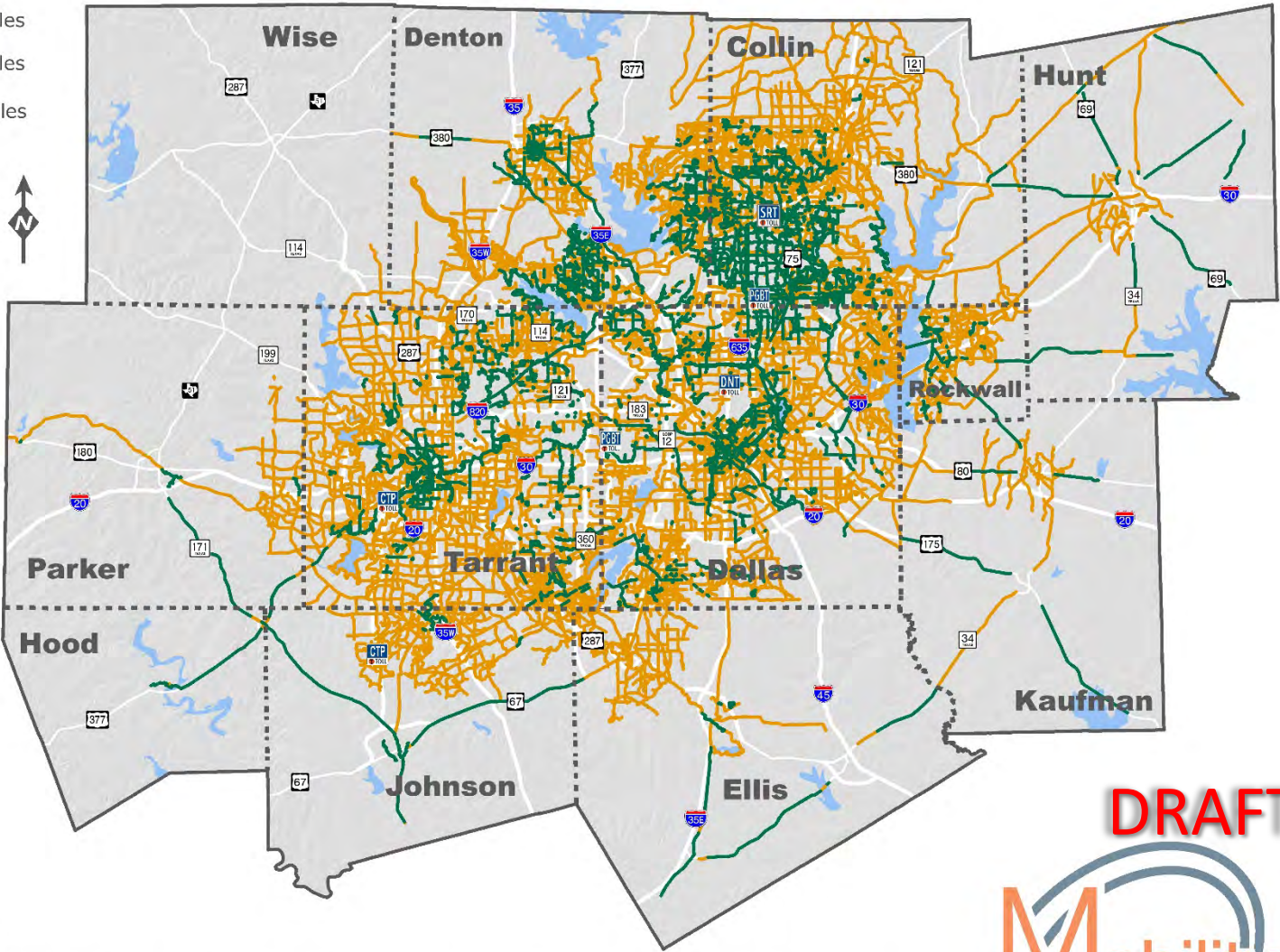


On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

- Existing/Funded 1,499 Miles
- Planned 5,792 Miles
- Total 7,291 Miles



**DRAFT**



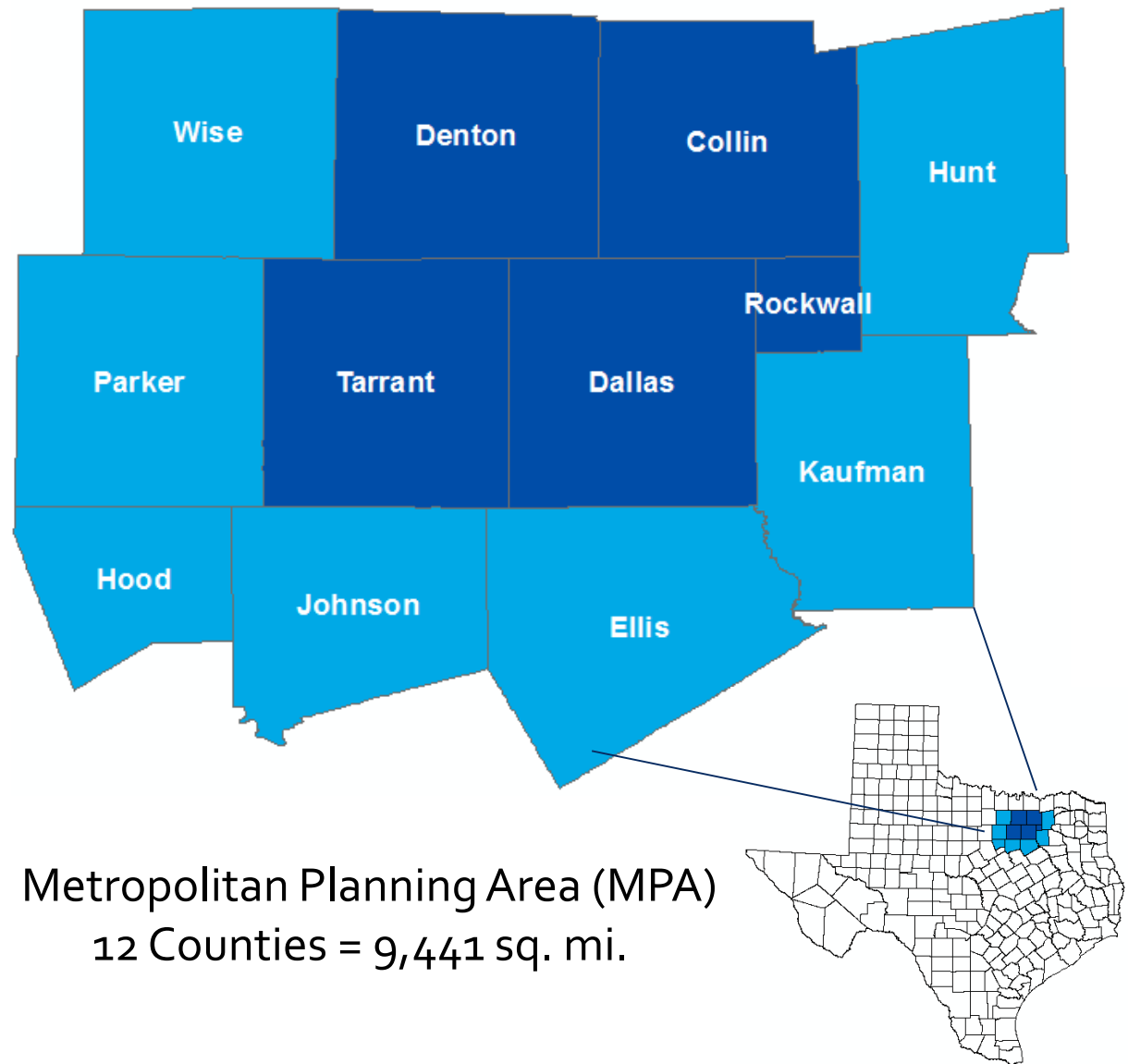
The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

# Bicycle Opinion Survey Background



# North Central Texas Council of Governments

## MPO for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)  
12 Counties = 9,441 sq. mi.

Urban Counties: Collin, Dallas, Denton, Rockwall and Tarrant  
Rural Counties: Ellis, Hood, Hunt, Johnson, Kaufman, Parker,  
and Wise



# Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area:  
12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not



# Bicycle Opinion Survey Background

Questions Captured the General Public's View on Bicycling,  
Includes:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use



# Bicycle Opinion Survey Background

Various Questions summarized by:

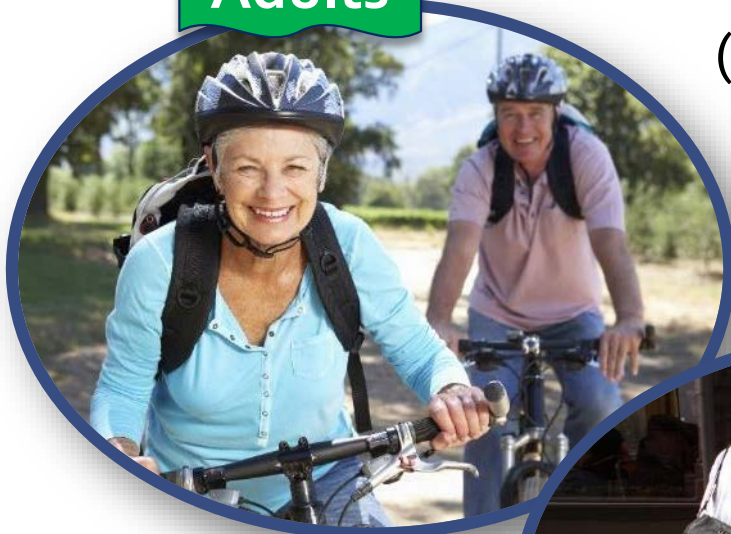
- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent's Residence to Existing Trails and On-Street Bikeways



# Planning / Designing for All Ages & Abilities

Adults

(Ages 8 to 80)



Commute



Errands

Children



Recreation

# Frequency of Bicycling





# In the past 12 months ...

**36%** Of ALL Respondents  
Bicycled at Least Once

Percent of bicyclists who rode  
at least once during the  
season.

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb



Bicyclists

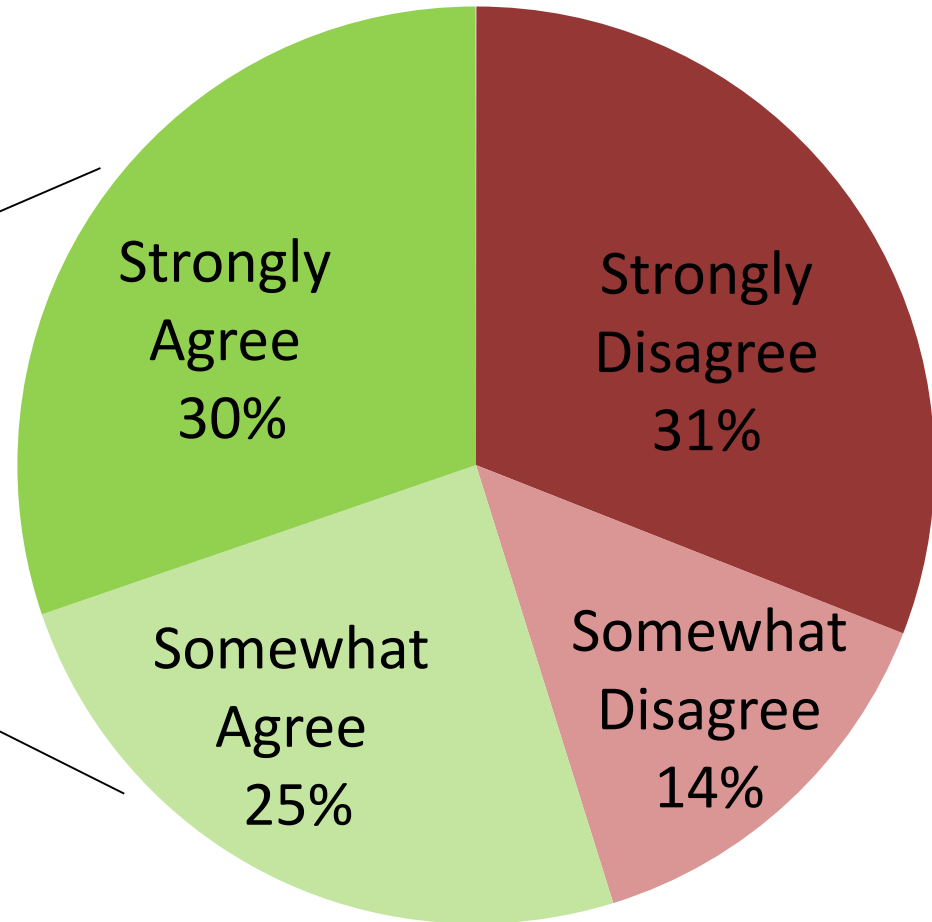


# Frequency of Bicycling

I would like to travel more by bike more than I do now.

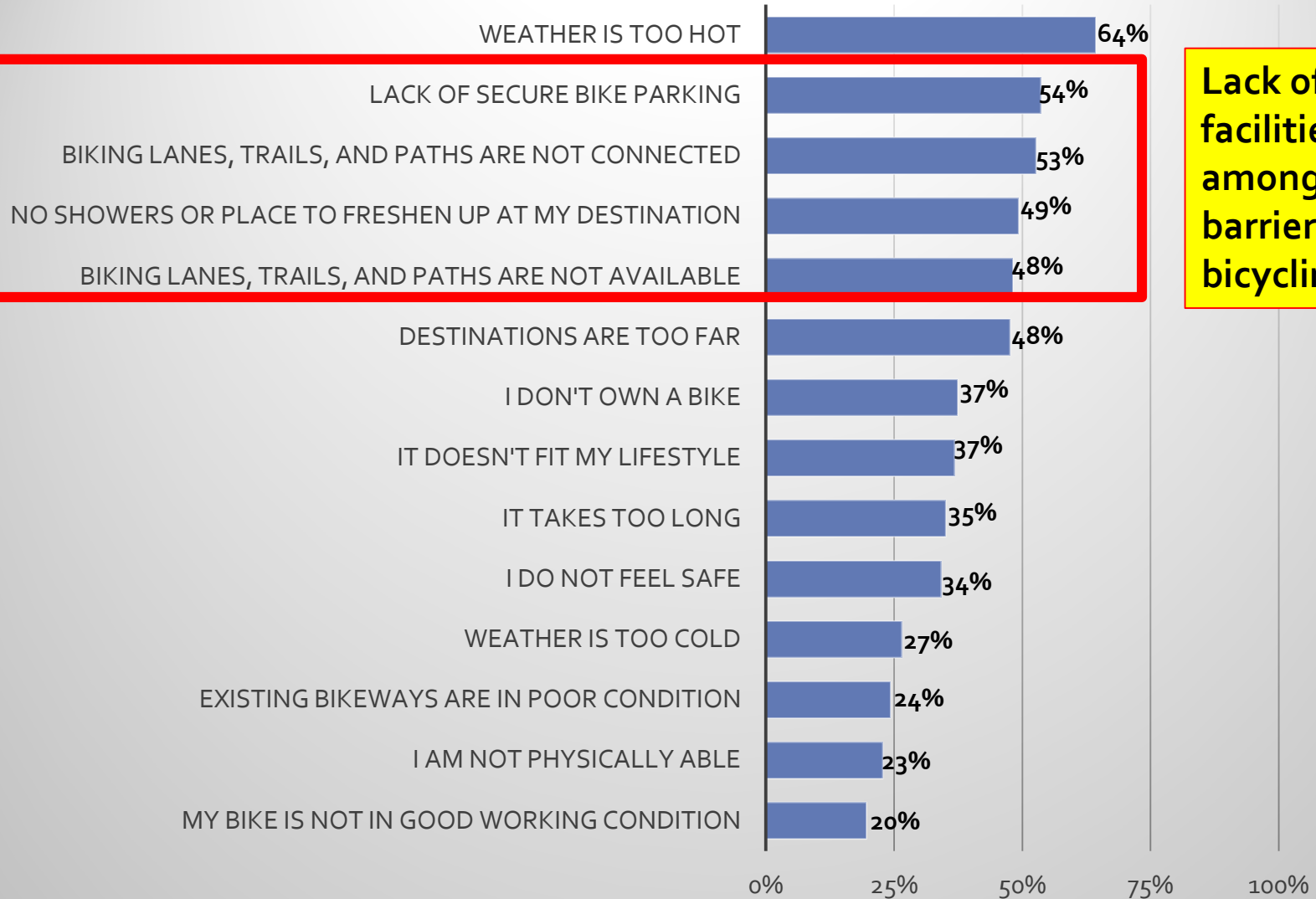
**55%**

Would like  
to bicycle more



# Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?



**Lack of bicycle facilities are among the top barriers to bicycling more.**

Percent of all respondents indicating each is a barrier.

ALL Respondents

# Proximity and Availability of Bicycle Facilities

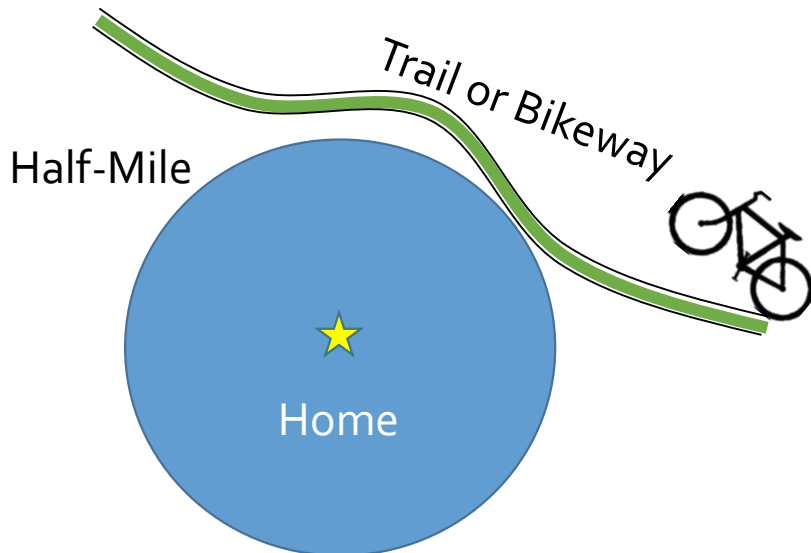


# Proximity to a Bicycle Facility Influences Bicycle Use

34%

Who Lived **MORE THAN**  
Half-Mile of a Trail or Bikeway

**Bicycled in the  
past 12 months**



45%

Who Lived **LESS THAN**  
Half-Mile of a Trail or Bikeway

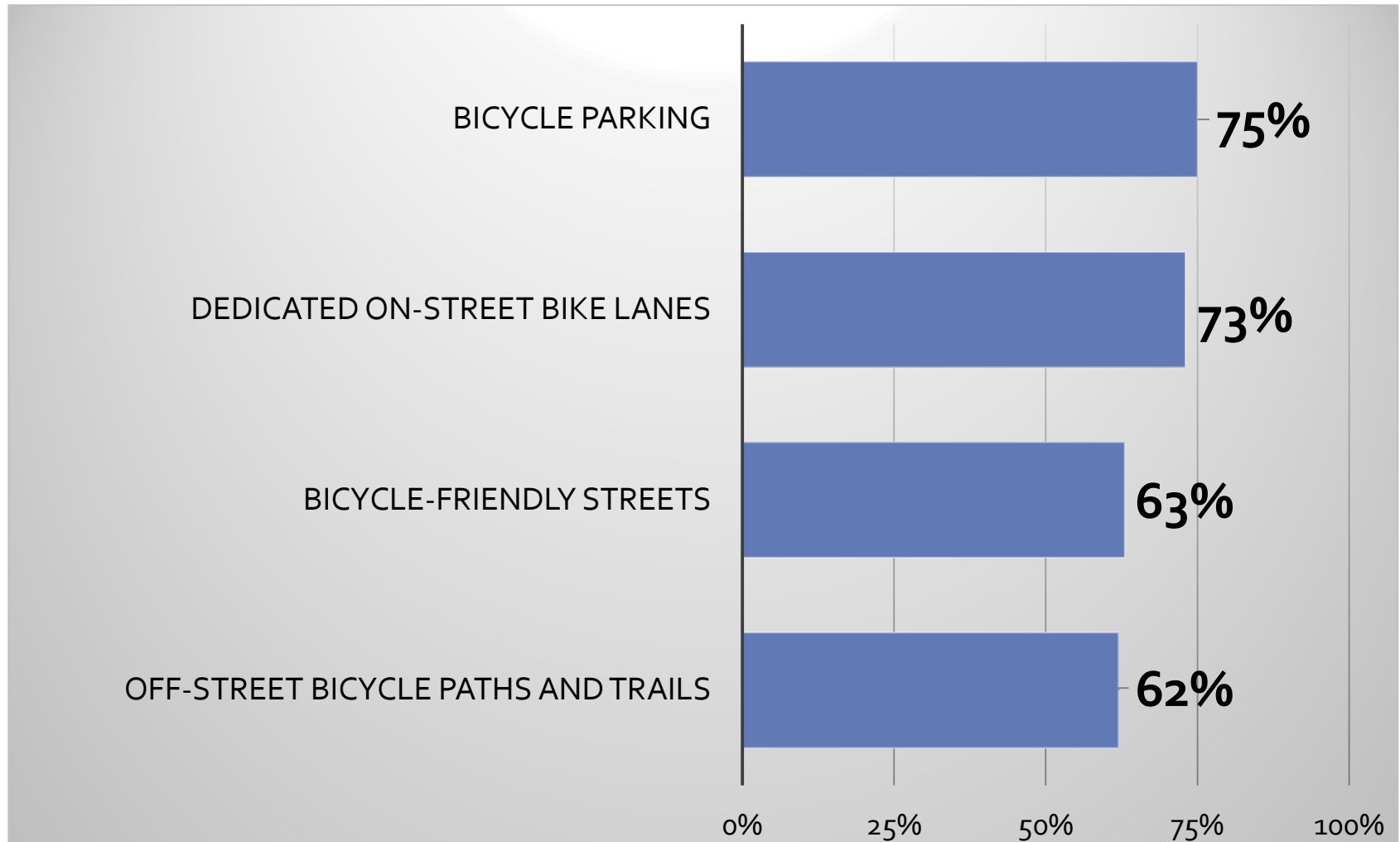
**Bicycled in the  
past 12 months**



# Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as "TOO FEW"



ALL Respondents

# Level of Comfort



# Level of Comfort

How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel "VERY COMFORTABLE" or "SOMEWHAT COMFORTABLE"

A PATH OR TRAIL  
THAT IS SEPARATED FROM A STREET

85%

A MAJOR STREET WITH TWO OR THREE  
TRAFFIC LANES IN EACH DIRECTION, TRAFFIC  
SPEEDS OF 35 TO 40 MILES PER HOUR, AND  
NO BIKE LANE

9%

THE SAME STREET  
WITH A STRIPED BIKE LANE ADDED

60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE  
SEPARATED FROM TRAFFIC BY A RAISED  
CURB

78%

ALL Respondents

0% 25% 50% 75% 100%





# 2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:  
[nctcog.org/bikesurvey](http://nctcog.org/bikesurvey)

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics



# North Central Texas Council of Governments



## Contact Information

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- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Car Care Clinics](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

## Air Quality and Transportation Funding & Resources



*Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities.*



### FEATURED:

**Clean Fleets North Texas  
2018 Call for Projects**

### Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
<b>AirCheckTexas Drive a Clean Machine Program</b> <i>Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old</i>	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
<b>Clean Fleets North Texas 2018 Call for Projects (New)</b> Grants for Replacement of Heavy-Duty Diesel Vehicles and Equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments Private Entities that Contract with Local Governments	Next Interim Deadline: April 27, 2018
<b>Federal Electric Vehicle Tax Credit</b> <i>Tax Credit for Purchase of Electric Vehicle (EV)</i>	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
<b>Fleets for the Future</b> <i>Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure</i>	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
<b>IC Bus Grant Program</b> <i>Grants for New Purchases of Propane-Powered CE Series School Buses</i>	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
<b>Propane Council of Texas Incentives</b> <i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
<b>Texas Clean School Bus Program</b> <i>Grants for the Replacement or Retrofit Older Diesel School Buses</i>	School Buses	Up to 100% Retrofit Purchase and Installation Costs Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools and School Transportation Providers	April 26, 2019

Funding for Other Strategies that Improve Air Quality				
Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
<b>The Climate Trust Programs</b> <i>Funding for New Innovative Projects that Offset Greenhouse Gas Emissions</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<b>Database of State Incentives for Renewable and Efficiency (DSIRE)</b> <i>Comprehensive Listing of Incentives and Policies</i>	Energy Efficiency	Varies	Varies	No Deadline
<b>Federal and State Incentive and Laws (Including Tax Credits)</b> <i>Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels</i>	Alternative Fueled Vehicles	Varies	Varies	No Deadline
<b>New Technology Implementation Grant (NTIG) Program</b> <i>Funding for Electricity Storage Projects</i>	Energy Efficiency	Varies	Public Private General Public	May 1, 2018
<b>North Texas Airport Emissions Reduction 2017 Call for Projects</b> <i>Replace or Repower Diesel Ground Support Equipment</i>	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
<b>Propane Council of Texas Incentives</b> <i>Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel</i>	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
<b>Rural Energy for America Program (REAP)</b> <i>Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements</i>	Energy Efficiency	Varies	Private	April 30, 2018
<b>Take a Load Off, Texas Incentive Programs</b> <i>Incentives for Energy-Related Retrofit Projects Provided by Oncor</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<b>Texas Loan STAR Revolving Loan Program</b> <i>Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects</i>	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018

**Already Received Grant Funding from NCTCOG?**

 <b>Agreements &amp; Forms</b>	 <b>Usage Reporting</b>
--	---

**See what NCTCOG Has Already Funded and Sign Up for Email Updates!**

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**Funding Opportunity  
Archive**



**Sign-Up for Email  
Updates**

4/16/2018 AP/ CH %Trans

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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

Main Operator: (817) 640-3300 | Fax: (817) 640-7806

# DFW Clean Cities Meetings

## Upcoming

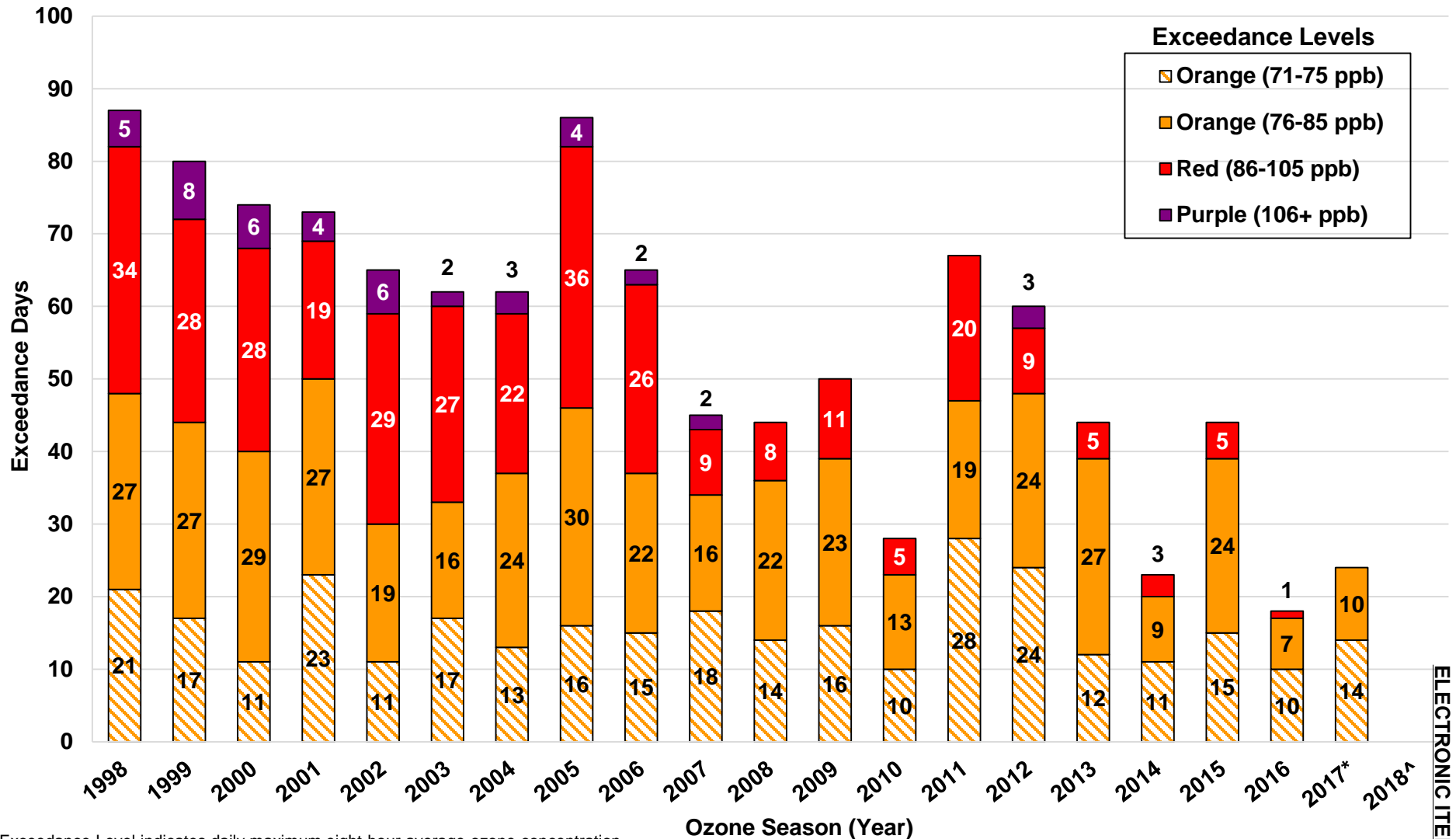
April 18, 2018	Fleets for the Future Webinar: Incorporating EVs into Your FLEet	<a href="#">Register Now</a>
April 24, 2018	National Drive Electric Week Planning Call	<a href="#">Register Now</a>
May 15, 2018	Grant Funding and Fuel Cost Savings Luncheon	Registration Coming Soon
May 23, 2018	Public Works Round Up	<a href="#">Register Now</a>
June 14, 2018	Fleet Funding Workshop Series: School Bus Webinar	Registration Coming Soon

## Past

March 27, 2018	Sustainable Landscaping Solutions Workshop	<a href="#">Meeting Presentations</a>
April 5, 2018	Clean Fleets North Texas CFP Workshop	<a href="#">Meeting Presentations</a>


# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 15, 2018)



ELECTRONIC ITEM 13.3

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 for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

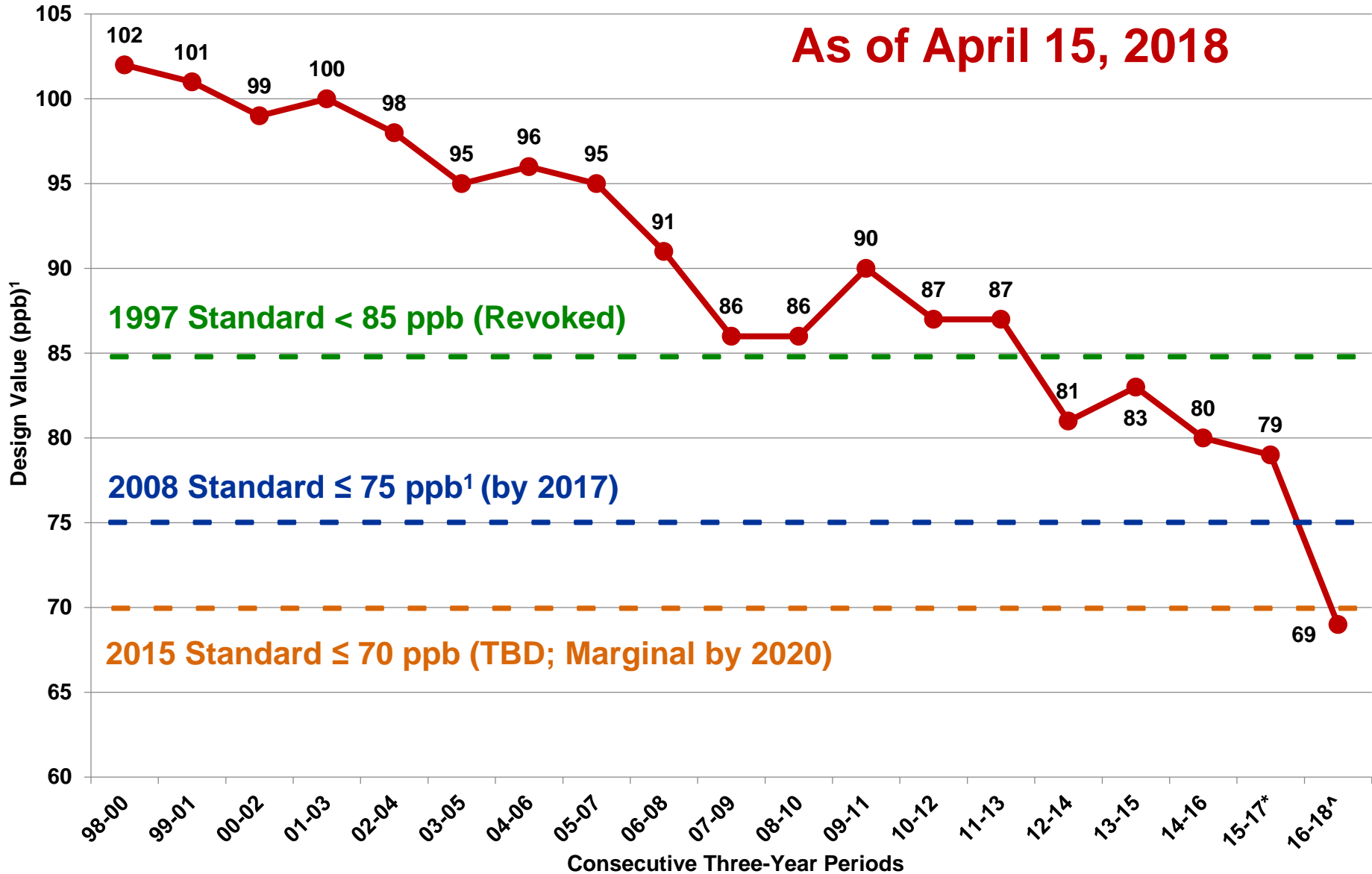
\*Data not certified by the TCEQ

^Not a full year of data, current as of 4/15/2018

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](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 15, 2018



<sup>1</sup>Attainment 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).

\*2017 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 4/15/2018



# CONTACTS

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**[wvandiver@nctcog.org](mailto:wvandiver@nctcog.org)**



**<http://www.nctcog.org/trans/air/ozone/index.asp>**

**<https://www.airnorthtexas.org/>**

# Increase Incident Response Decrease Driver Delay

## Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

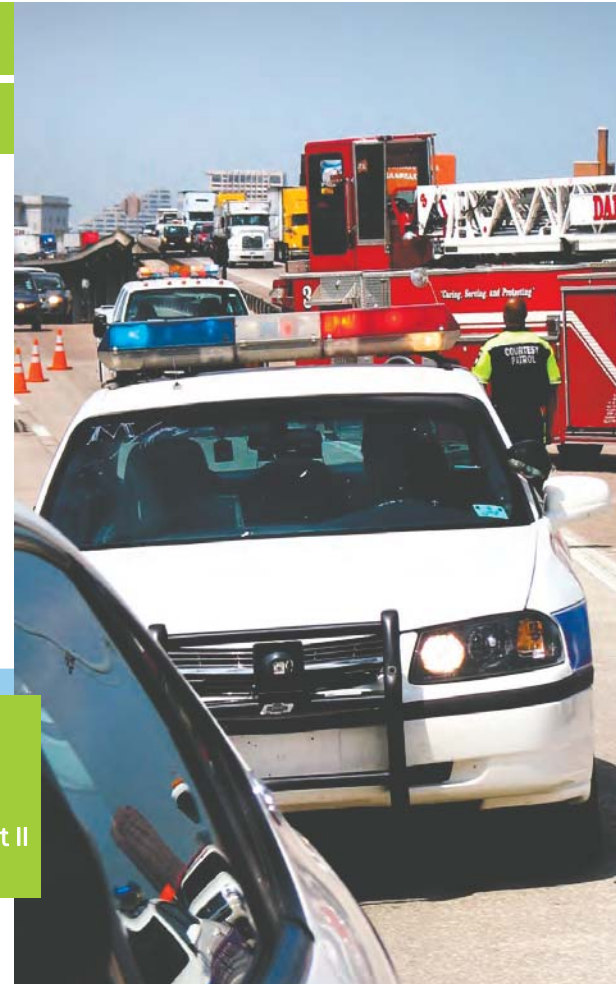
- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

**Space is limited. Register today. 817.695.9245 / [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org)**

Thursday, May 3, 2018  
10 am– noon  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive, Centerpoint II  
Arlington, Texas 76011



**North Central Texas Council of Governments  
Transportation**



**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department			3	City of Coppell	Fire Department			2		
	Police Department			0		Police Department			5		
Town of Addison	Fire Department			5	City of Corinth	Fire Department			0		
	Police Department			1		Police Department			5		
City of Aledo	Fire Department			2	City of Corsicana	Fire Department			1		
	Police Department			0		Police Department			0		
City of Allen	Fire Department			2	City of Crandall	Fire Department			0		
	Police Department			28		Police Department			5		
City of Alvarado	Fire Department			1	City of Cresson	Fire Department			1		
	Police Department			6		Police Department			0		
City of Anna	Fire Department			0	City of Crowley	Fire Department			0		
	Police Department			1		Police Department			1		
City of Argyle	Fire Department			1	City of Dallas	Fire Department			6		
	Police Department			2		Police Department			20		
City of Arlington	Fire Department			7	City of Decatur	Fire Department			0		
	Police Department			59		Police Department			3		
City of Aubrey	Fire Department			7	City of Denton	Fire Department			6		
	Police Department			0		Police Department			28		
City of Azle	Fire Department			5	City of DeSoto	Fire Department			0		
	Police Department			7		Police Department			8		
City of Balch Springs	Fire Department			1	City of Duncanville	Fire Department			9		
	Police Department			1		Police Department			3		
City of Bedford	Fire Department			1	City of Edgecliff Village	Fire Department			1		
	Police Department			10		Police Department			0		
City of Benbrook	Fire Department			3	City of Euless	Fire Department			4		
	Police Department			38		Police Department			17		
Town of Brock Dennis VFD	Fire Department			1	Town of Fairview	Fire Department			1		
	Police Department			0		Police Department			6		
City of Burleson	Fire Department			4	City of Farmer's Branch	Fire Department			15		
	Police Department			22		Police Department			55		
City of Carrollton	Fire Department			0	City of Ferris	Fire Department			1		
	Police Department			4		Police Department			0		
City of Cedar Hill	Fire Department			4	Town of Flower Mound	Fire Department			1		
	Police Department			11		Police Department			7		
City of Cleburne	Fire Department			1	City of Forest Hill	Fire Department			2		
	Police Department			5		Police Department			7		
City of Colleyville	Fire Department			3	City of Forney	Fire Department			3		
	Police Department			10		Police Department			0		
City of Commerce	Fire Department			2	City of Fort Worth	Fire Department			3		
	Police Department			2		Police Department			72		

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Frisco	Fire Department		33			City of Kilgore	Fire Department		1		
	Police Department		6				Police Department		1		
City of Garland	Fire Department		2			City of Krugerville	Fire Department		0		
	Police Department		5				Police Department		1		
City of Glenn Heights	Fire Department		2			Town of Krum	Fire Department		5		
	Police Department		6				Police Department		1		
City of Granbury	Fire Department		0			Lake Cities	Fire Department		2		
	Police Department		4				Police Department		1		
City of Grand Prairie	Fire Department		2			City of Lake Worth	Fire Department		3		
	Police Department		4				Police Department		5		
City of Grapevine	Fire Department		7			City of Lakeside	Fire Department		0		
	Police Department		20				Police Department		1		
City of Greenville	Fire Department		0			City of Lancaster	Fire Department		15		
	Police Department		1				Police Department		21		
City of Greenwood	Fire Department		2			City of Lewisville	Fire Department		8		
	Police Department		0				Police Department		36		
City of Haltom City	Fire Department		1			Town of Little Elm	Fire Department		5		
	Police Department		22				Police Department		8		
City of Highland Park	Fire Department		0			City of Longview	Fire Department		1		
	Police Department		0				Police Department		1		
City of Highland Village	Fire Department		0			City of Mansfield	Fire Department		9		
	Police Department		2				Police Department		13		
City of Hudson Oaks	Fire Department		1			City of McKinney	Fire Department		63		
	Police Department		3				Police Department		7		
City of Hurst	Fire Department		2			City of Melissa	Fire Department		0		
	Police Department		22				Police Department		3		
City of Hutchins	Fire Department		2			City of Mesquite	Fire Department		8		
	Police Department		2				Police Department		9		
City of Irving	Fire Department		6			City of Midlothian	Fire Department		5		
	Police Department		20				Police Department		2		
City of Italy	Fire Department		1			Town of Milford	Fire Department		0		
	Police Department		1				Police Department		2		
City of Joshua	Fire Department		0			City of Murphy	Fire Department		1		
	Police Department		1				Police Department		0		
City of Kaufman	Fire Department		1			City of North Richland Hills	Fire Department		12		
	Police Department		2				Police Department		63		
City of Keene	Fire Department		3			Town of Northlake	Fire Department		0		
	Police Department		0				Police Department		12		
City of Keller	Fire Department		12			City of Oak Point	Transportation		3		
	Police Department		21								
City of Kennedale	Fire Department		1			City of Ovilla	Fire Department		2		
	Police Department		4				Police Department		0		

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2018**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
City of Pantego	Fire Department		0			City of Springtown	Fire Department		0		
	Police Department		2				Police Department		1		
City of Plano	Fire Department		72			Town of Sunnyvale	Fire Department		5		
	Police Department		86				Police Department		0		
	Risk Management		4								
City of Ponder	Fire Department		1			City of Terrell	Fire Department		0		
	Police Department		1				Police Department		3		
City of Prosper	Fire Department		1			City of The Colony	Fire Department		6		
	Police Department		4				Police Department		1		
City of Red Oak	Fire Department		2			Town of Trophy Club	Fire Department		1		
	Police Department		2				Police Department		0		
City of Richardson	Fire Department		2			City of University Park	Fire Department		2		
	Police Department		8				Police Department		9		
City of Richland Hills	Fire Department		2			City of Venus	Fire Department		0		
	Police Department		6				Police Department		7		
City of Roanoke / Marshall Creek	Fire Department		4			City of Watauga	Fire Department		3		
	Police Department		3				Police Department		3		
City of Rockwall	Fire Department		4			City of Waxahachie	Fire Department		1		
	Police Department		7				Police Department		14		
City of Rowlett	Fire Department		2			City of Weatherford	Fire Department		35		
	Police Department		5				Police Department		9		
City of Royse City	Fire Department		0			Town of Westlake	Fire Department		0		
	Police Department		1				Police Department		1		
City of Sachse	Fire Department		3			City of White Settlement	Fire Department		0		
	Police Department		35				Police Department		12		
City of Saginaw	Fire Department		0			City of Willow Park	Fire Department		13		
	Police Department		1				Police Department		5		
City of Seagoville	Fire Department		2			City of Wilmer	Fire Department		2		
	Police Department		9				Police Department		10		
City of Southlake	Fire Department		2			City of Wylie	Fire Department		2		
	Police Department		10				Police Department		1		

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
<b>COUNTIES</b>				<b>OTHER AGENCIES</b>			
Collin County	Fire Department		0	TxDOT - Dallas District	Mobility Assistance		13
	Sheriff's Department		5				
Dallas County	Mobility Assistance		35	TxDOT - Fort Worth District	Mobility Assistance		14
	Sheriff's Department		217				
	Constable Precincts		17	TxDOT - State of Texas	Mobility Assistance		48
Denton County	Fire Department		1				
	Sheriff's Department		5	Brownsville	Other		1
	Constable Precincts		2				
Erath County	Fire Department		0	Careflite EMS	EMS		1
	Sheriff's Department		1				
Johnson County	Fire Department		0	Central Texas Regional Mobility	Other		1
	Sheriff's Department		4				
	Constable Precincts		1	Dallas Area Rapid Transit	HOV Operators		151
Kaufman County	Fire Department		1		Police Department		68
	Sheriff's Department		0				
Parker County	Fire Department		3	Dallas/Fort Worth Int'l Airport	Fire		1
	Sheriff's Department		0		Police		8
Rockwall County	Fire Department		46		DPS		20
	Sheriff's Department		72	LBJ Infrastructure Group	Other		43
Tarrant County	Fire Marshal		2	Medstar	EMS		20
	Sheriff's Department		46				
	Mobility Assistance		72	Metroplex Public Safety	Police		1
				NTE Mobility Partners	Other		50
				North Texas Tollway Authority	Transportation		101
				Overland Park (Kansas)	Police Department		2
				Protect Environmental	Other		4
				Southwest Research Inst.	Transportation		1
				State of Texas	DPS		80
				Texarkana	Police Department		2
				Towing	Wrecker Services		120
				Various	Other		71

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE										Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)		
<b>CITIES/TOWNS</b>											
Town of Addison	1	1									2
City of Allen	5										5
City of Alvarado	5	4									9
City of Anna		2									2
Town of Argyle			1								1
City of Arlington	12	2	1		1						16
City of Azle	1	1									2
City of Balch Springs	5	1		1			1				8
City of Bedford	3	4			1						8
City of Benbrook	3	7	1								11
City of Burleson	3	1									4
City of Carrollton	1	1									2
City of Cedar Hill	2	1			2						5
City of Cleburne	3	1			1						5
City of Colleyville	2										2
City of Commerce		1									1
City of Coppell	1	3									4
City of Corinth	4	3									7
City of Crowley	3										3
City of Dallas	9	9	5	1	6						30
City of Denton	2	1			1						4
City of DeSoto	7	7		1							15
City of Duncanville	4	2			2						8
City of Ennis		2									2
City of Euless	8	16									24
City of Everman		1									1
Town of Fairview	1										1
City of Farmersville	1	1									2
City of Farmers Branch	3	3			1						7
City of Ferris	3	5									8
Town of Flower Mound	5								1		5
City of Forest Hill	3	2	3	1	1				2		12
City of Forney	2	2									4
City of Fort Worth	10		1		1				1		12
City of Frisco	4	5			2						11
City of Garland	5	3		2			1				11
City of Glenn Heights	1										1
City of Granbury	3										3
City of Grand Prairie	4										4

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Grapevine	2	3			1					6
City of Greenville	3									3
City of Haltom City	1	1	1							3
City of Highland Park	1									1
City of Highland Village	1	5						2		6
City of Hurst	6									6
City of Hutchins	7	3								10
City of Irving	5	6			1					12
City of Kaufman	1									1
City of Keller		1		1						2
City of Lake Dallas	2		1							3
City of Lake Worth			1							1
City of Lancaster	5	2								7
City of Lavon	1	1								2
City of Lewisville	3							7		3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	1		1			2		5
City of Melissa	1	1								2
City of Mesquite	6	2	5	2						15
City of Midlothian	1	1								2
City of Murphy	2									2
City of North Richland Hills	17	4	2		1					24
City of Parker	1									1
City of Pilot Point	1									1
City of Plano	8	4	1	1						14
City of Ponder		1								1
City of Prosper		1								1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	2		1						5
City of Rockwall	5									5
City of Rowlett	2				2					4
City of Royse City	1									1
City of Sachse		1								1
City of Sansom Park	1									1
City of Seagoville	7	4	1							12
City of Southlake	4									4
City of Springtown	1									1



**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	Total
City of Terrell	6	1								7
City of The Colony	7							1	10	8
City of University Park	2									2
City of Venus	2	1								3
City of Waxahachie	3	1	1							5
City of Weatherford	3	1			1					5
City of White Settlement	2									2
City of Willow Park	1	2								3
City of Wilmer	2	2								4
City of Wylie	1	2								3
COUNTIES										
Collin County	9						1			10
Dallas County	34		2	2		10		1	23	49
Denton County	3			1		2				6
Ellis County	1									1
Kaufman County							2			2
Parker County	1									1
Rockwall County	1									1
Tarrant County	4			1						5
OTHER AGENCIES										
AAA								2		2
Emergency Response Bureau		1								1
FHWA								3		3
Fort Worth Transportation Authority								2		2
Dallas Area Rapid Transit	7		1					1		9
DFW Airport	3									3
Kelly Services								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG								77	33	77
NTTA								7		7
Protect Environmental								43		43
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
TxDOT - Dallas								13		13

**Traffic Incident Management - Executive Level Course  
Agency Attendance: February 2005 - November 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
TxDOT - Fort Worth					12			7	13	19
Wrecker Services								6	13	6
<b>Total</b>	334	149	29	16	39	12	5	180	105	<b>764</b>

## 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
Updated FAST Act Equity Percentage Share as of March 2018				30.78%	69.22%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,408.40
Cumulative Percentage Shares	30.78%	69.22%
RTC Approved Target Shares	32%	68%

**Note:** There are no changes since the last presentation in January 2018.

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY**

**Funding Program: Safety, Innovative & Emergency Projects**

**Online Public Input Opportunity Dates**

Monday, March 12 - Tuesday, April 10, 2018 - The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

The online public input opportunity was provided 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 February 12, 2015. Staff posted information regarding:

1. Funding Program: Safety, Innovative & Emergency Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions could be submitted by email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org), online at [www.nctcog.org/input](http://www.nctcog.org/input), by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**Summary of Presentation**

***Summary of Funding Program: Safety, Innovative & Emergency Projects:***

[http://www.nctcog.org/trans/outreach/meetings/2018/03\\_Online/Funding.pdf](http://www.nctcog.org/trans/outreach/meetings/2018/03_Online/Funding.pdf)

***Handout:*** [http://www.nctcog.org/trans/outreach/meetings/2018/03\\_Online/Handout.pdf](http://www.nctcog.org/trans/outreach/meetings/2018/03_Online/Handout.pdf)

In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Safety, Innovative and Emergency Projects Program is to support operations, safety, innovative construction and emergency improvements.

Staff is proposing to allocate more than \$32 million in RTC funding to various projects, including the Regional Safety Program, South Shady Shores Road, Wycliff Avenue, the IH 30 Managed Lanes and Meacham Airport.

All partnership details will be finalized before the RTC takes action on the Safety, Innovative and Emergency Projects Program in April 2018.

## WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

### Shady Shores Project

#### Email

##### **1. John Smith, Town Administrator of Hickory Creek**

The potential new bridge would link fire, police, and rescue through the south end of Shady Shores Road. During the flooding of Lake Lewisville, all police assist had to travel via I35 thus taking more time to arrive on scene. Any bridge improvements would help dramatically during flooding. Thank you for your time.

##### **2. Jennifer Gwinn**

I am in favor of a new bridge. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

##### **3. Lynda Avon**

Shady Shores rd often floods when it rains, making it Difficult to get anywhere. It is imperative that the SS project be a priority as it affects our Security (police/ambulance/fire). Our community keeps growing and our roads are in terrible shape as well as the flooding. I would like to see our tax dollars put to work on the roads.

##### **4. Steve Horstman**

I am writing to emphasize the importance of the effort to raise the bridge that borders Lake Lewisville on S. Shady Shores Lane in Shady Shores, TX. This bridge has been flooded and disabled for months at a time. Each time there are substantial repair costs after the flooding. While impassable, the travel time from Fire Station #1 in Lake Dallas to Shady Shores and the three schools within it is more than doubled. Please prioritize funding for this critical effort.

##### **5. Bob Kersten**

I support the shady shores bridge initiative. It is highly needed and would be of great benefit to the community.thanks

##### **6. Mike Personius**

As a property owner in the Town of Shady Shores, I want to strongly encourage the funding of the upgrades to Shady Shores Road. This road has become a primary traffic artery in this area over the last several years. It is no longer a country backwater road, only used by a few residents. Having the roadway subject to extensive closure due to flooding seriously impacts not only the residents, but also through-traffic and emergency services. As the owner of a mobile home community here in the town, I speak for dozens of residents in requesting these improvements to be funded. The impact of these improvements will be dramatic, significantly improving the safety, well-being, and environment of the broader community. Thank you for your sensible consideration of this matter. Mike Personius

##### **7. Jerry Adams**

S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**8. Mary Ingles**

I am in favor of this project. I vote YES!

**9. Jorge & Erin Pesante**

We have been inconvenienced too many times with S. Shady Shores Rd flooding, not to mention being cut-off from Fire Dept - Please allow us this money to fix this. S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**10. Robert Patrick Fort**

SS Bridges Project, a joint project between the North Central Texas Council of Governments (NCTCOG) Denton County, the City of Lake Dallas and the Town of Shady Shore to raise S. Shady Shores Bridge. million in federal funds. S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**11. Steve Falldine**

Hello, we are residents of Shady Shores in Denton County. We would like to ask PLEASE appropriate the funds necessary for the road/bridge project - not only is it wildly inconvenient when the road floods, but it causes a real danger when that route is cut off - emergency vehicles' response time to our community is drastically and dangerously lengthened. Also, when the road floods and it is shut down for weeks/months, that forces traffic to be re-routed to the only other road leading in and out of Shady Shores, and that increased traffic is now, slowly but surely, deteriorating that other road to the point that it has become very beat up. We really NEED this project approved. - - - Thank you for helping fix Shady Shores Rd!!

**12. Brian Tomlin**

I am writing this note to suggest that the Shady Shores Bridges project in Shady Shores Texas move forward with bridge improvements for the following reasons: S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**13. William Bailey**

S. Shady Shores Road is prone to flooding whose frequency has increased in recent years. The loss of this road for extended periods of time limits access to our community as well as delays emergency access to parts of our town. The road becomes inaccessible for weeks at a time when flooded.

**14. Joe Kessler**

S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**15. Frank Graham**

For obvious public safety reasons, the stretch of Shady Shores Road including the bridge needs immediate "reconstruction". Years ago in an area of Hickory Creek that was unreachable during flooding, the Lake Cities Volunteer Fire Dept. would literally leave emergency vehicles in the affected neighborhood when flooding was forecasted and show several residents how to operate the trucks. Today that would be impossible, as several neighborhood are affected and the equipment is very sophisticated. The previous method, though, shows how much importance should be placed on public safety.

**16. Matt Michel**

We have recently purchased a home in Shady Shores and are about to move in. We couldn't help but not the flood barriers across South Shady Shores Road and with recent rains, it is apparent why they are in place. This road floods. With all of the infrastructure improvements in Denton County, how can improving this road be missed? It serves thousands of people, including access to several schools. When, not if the road flood, fire trucks and paramedics cannot access the town or the schools. Are you kidding me? This needs to be addressed immediately. If not and if worse comes to worst, things will not be pretty for those who had the ability to prevent a disaster, but failed to act.

**17. Kyle Peteet**

For the proposed project of raising Shady Shores bridge - S. Shady Shores Road in Shady Shores, TX is prone to flooding at the bridge location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff. I am in support of approving this project.

**18. M W Brown Jr.**

This comment is in regard to the much needed Shady Shores bridges project. South Shady Shores road is very prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. This location is also a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff. As a Shady Shores resident, I would sincerely appreciate NCTCOG's support for the much needed bridges.

### **19. Darlene Covich**

I support the SS Bridges Project to raise South Shady Shores Bridge! I have been inconvenienced too many times by its flooding. Thank you.

### **20. Beth Bergeron**

Please raise the S. Shady Shores Bridge! S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

### **21. Maggie Preston**

This artery is critical to the residents of Shady Shores. Many of us use South Shady Shores road as a means to commute back and forth to work. Some of us have mission critical careers such as law enforcement, firefighters, and hospital employees. The portion of the road in discussion has been flooded several times, thereby preventing our residents, as well as the fire department from an efficient means to travel between Lake Dallas and Shady Shores. A few years back it was closed for 5 months, which is unacceptable for those of use who use this road. The population of this area has grown tremendously, which furthers the cause for the repair and raising of the road. The funds should be appropriated as soon as possible to raise the road to an level which will not deter our transportation. I have lived in Shady Shores for 30 years, and would hope that the funding would be approved without question. Thank you for hearing my comments.

### **22. David Nielsen**

I am a Shady Shores resident and back the S. Shady Shores Bridge project 100%. I have lived here through many closures of this bridge to heavy rains and flooding. When it is closed it limits the accessibility to schools, homes, churches, etc. and increases response time to emergencies. When flooded it cuts off the fastest route for Fire Dept. #1 to respond to emergencies. If there were every an emergency at Olive Stephens Elementary or Bettye Myers Middle Schools while the bridge was flooded out, it could be catastrophic. Rainy season is coming!! If we get rain like last year, it will flood, close for months, and make emergency response times greater, which again, could be catastrophic.

### **23. Susan Krnic**

To whom it may concern: As a resident of Shady Shores, Texas for over 17 years, S. Shady Shore road has flooded on numerous occasions. The road is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores( a town of over 2600 resident).The road is also a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff. I urge you to consider funding and supporting a new bridge on S.Shady Shores Road.

### **24. July Linett**

This is regarding the proposed correction to the South Shady Shores Road. This area was flooded for weeks and caused dangerous conditions for local residents as well as limiting



access out of the area and into the area for safety, including fire response vehicles. It must be fixed.

**25. Gary Brown**

Need for improvements to raise S. Shady Shores Road out of the floodplain. In recent years this road has been closed several times for extended periods due to flooding from Lake Lewisville. This leaves very limited access to several neighborhoods and schools and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores with over 2600 residents. Shady Shores Road is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff.

**26. Ashley Hagen**

S. Shady Shores road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents (including myself). I moved to the area in October of 2017 and fully support MUCH NEEDED improvements to S. Shady Shores road.

**27. Matthew Haines**

Dear NCTCOG, I am writing you to express my support of the South Shady Shores Project. South Shady Shore road is prone to flooding at the locations that this project would address and is a critical roadway link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents. This road is also a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff. Thank you for your consideration and support!

**28. Linda and Lucien Duplantie**

SS Bridges Project In support of the above project, we would like to mention, flooding is a major concern and this project is the right solution instead of having to close Shady Shores road, restricting access to not only local residents but emergency vehicles having to provide services to schools and residents. It will also help the growth of Shady Shores welcoming new property owners in this beautiful community. Thanking for your attention and consideration. Residents of Cielo Ranch

**29. John T. Williams**

We support the raising of South Shady Shores Rd higher than its current level in the low lying areas, which are prone to flooding. The flooding shuts down access to the South and prevents emergency vehicles from getting to us from that direction. The bridge should be raised to prevent this from happening.

**30. Leslie Rogers**

Concerning the raising of s. Shady Shores above flood level. My husband and I live in Cielo Ranch. We bought the house days before the 2015 flood began. We watched as the water ate up to our back steps which is 100 yards or so from normal full lakeshore. That was the least of our concern. We moved in just days before they closed s. Shady Shores. We had no idea how to get into and out of our neighborhood. Then they tore down post oak over pass which was the way we would go to head south on 35. Now we were completely lost. We were extremely

concerned on how emergency services like fire and rescue would reach our home. This all was very alarming and we wondered if we had made a mistake. There are many older and retired residence in our neighborhood and we had great concern for their needs. It may not seem like it if you don't live out here, THIS IS A MAJOR ISSUE FOR RESIDENTS!

### **31. Eric**

Please ensure north-south access to our town of Shady Shores by helping raise S Shady Shores Bridge above flood levels. Thank you for considering. Eric Schulz "S. Shady Shore road is prone to flooding at this location and is a critical link to Fire Station #1 in Lake Dallas that supports the Town of Shady Shores a town of over 2600 residents." "S. Shady Shores Road is prone to flooding at this location and is a key emergency response pathway to the three (3) schools in our Town's limits which consists of approximately 1600 students, teaching and support staff."

### **32. Doyle Clemmons**

Please help us with funding to elevate the bridge on Shady Shores Rd. Our schools need quick response For emergencies and our residences need fire trucks to be Responsive. This road is so low a couple days of heavy rain Put it under water.

### **33. Stephanie**

About 12 houses in my neighborhood share the exact same address: 104 Brown Terrace, Shady Shores, TX 76208. Despite the multiple house sitting on several different streets, the addresses are only separated by unlabeled lot numbers and accessible by makeshift 10 ft wide gravel "roads". The "roads" have no street names, no street signs, no directions, and managed by the residents because city has neglected them, which has led to personal expenses and property disputes and confusion. Because there's no address or road names, emergency responders (police, fire department, ambulances) can't find my home, nor can they access it because of the road conditions. This is an enormous safety concern for my family, and needs to be remedied. Plats and surveys show the roads as public 30 ft wide right of ways. They should be named, paved and maintained to be accessible to emergency personnel. Additionally, they could use stop signs and a speed limit sign.

### **34. Bob Hart, City of Corinth**

The City of Corinth is supportive of the effort by the Town of Shady Shores, Denton County, and the City of Lake Dallas to raise the Shady Shores Road Bridge. The roadway often floods and when flooded, impedes fire and EMS response from the Corinth managed fire department. In addition, the roadway is an important arterial for police patrol and response. The City of Corinth provides police services to the Town of Shady Shores through an interlocal contract. Thus the roadway is important for the provision of emergency services between the City of Corinth and the Town of Shady Shores; therefor, the Corinth City Council is supportive of the effort to raise the roadway and bridge to reduce the danger of flooding

### **35. Doug Busey**

Since the Army Corp changed, raised, the floodplain of Lake Lewisville they should be responsible for funding the repair of roads that flood.

### **36. Rebecca Morgan**

I respectfully ask that the project to raise the bridge on S. Shady Shores Road proceed. South Shady Shore Road is a critical link to the Fire Station [located in Lake Dallas] that services our community. This road has spent far too much time underwater. When the road is flooded emergency response time goes down as the Fire Trucks and Ambulances have to take alternate routes putting our 2600 residents and approximately 1600 students, teaching and support staff of the 3 schools located in our town at risk.

#### **Response to all comments by Carli Baylor, NCTCOG**

Good afternoon,

Thank you for your comment. The Shady Shores project is recommended for RTC approval on April 12, 2018.

**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 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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Tuesday, February 20, 2018, through Monday, March 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

**Summary**

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments were received regarding the Collin County Strategic Roadway Plan, an effort to evaluate north-south and east-west roadway connections in the county. NCTCOG staff has given presentations in the community regarding this project.

**Aviation**

**Twitter**

1. RT @DougWil41 @NCTCOGtrans Coming to the skies of North Texas soon.

#Dallas #FortWorth #Arlington – Marko Sakal (@markosakal)



**Bicycle & Pedestrian**

**Email**

1. Lawrence Colvin

The North Texas area has three non-profit, 501c3, citizen volunteer mountain bike clubs. The Dallas Off-Road Bicycle Association (DORBA), the Fort Worth Mountain Bikers' Association (FWMBA) and the Weatherford Mountain Bike Club (WMBC) work with local municipalities, State Parks and COE land managers to manage 37 area trails and trailhead parking facilities for the benefit of the recreational trail user community. These are some great opportunities for the NCTCOG to partner with these clubs to develop a closer relationship to improve parking

facilities, create new on-street bicycle lanes and generate greater connectivity between the area trails. Thanks! Lawrence Colvin - President Weatherford Mountain Bike Club

## Twitter

1. Hardwired anti- #dooring

<http://www.dutchreach.org>

@CityofEvanston @ClubYCD @ColoradoDOT @CompCommunityDE @cta @CTDMV  
@DCPoliceDept @DDOTDC @DelawareDMV @DelawareDOT @EvanstonPD @MDOT\_A2  
@MDOT\_BWB @MDOT\_LanJxn @MDOT\_UP @MississippiDOT @my511NY @MyFDOT  
@myTDOT @NACTO @NCTCOGtrans – Michael Charney (@DutchReach)

**Dutch Reach *Habit!***  
**SAFER THAN THOUGHT!**

Replace one *thoughtless* habit with another *thoughtless* habit. But the 2<sup>nd</sup> is far safer.

**DISRUPT** THE OLD BEHAVIOR    **ACTIVATE** THE NEW BEHAVIOR    **REINFORCE** THE NEW BEHAVIOR    **TRAIN** THROUGH REPETITION    **MAINTAIN** TO RETAIN

The key to safe behavior is safe habit. Habits fix routine behavior. No need to make small decisions every step of the way.

*The Habit of Safety: Forming, Changing & Reinforcing Key Behavior*  
Tim Page-Bottorff > <http://bit.ly/2sHh6uj>

DutchReach

DOCTORS, NURSES, STAFF: EVER DOORREACHED? TEACH THE REACH!  
1. Search for a safe spot to reach for the door handle.  
2. Signal.  
3. Check for mirrors.  
4. Turn slowly.  
5. Exit safely.  
6. Park.  
7. Lock.  
8. Get out.  
9. Lock.  
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100. Get out.

Teach the Reach!

DRIVER'S MANUAL

DOES YOUR STATE DO THE "DUTCH REACH"?

2. @NCTCOGtrans @BikeDFW @BikeFriendlyFW @BikeTexas @completestreets  
@txbornviking – Shawn Eric Gray (@ShawnEricGray)



**Melissa Wenzel** @melissawmpca

Wow! A bike part vending machine in @Cityofatlanta #georgia!! Are there other cities that has one? This one is powered by #SolarPower, too!

### 3. Improve driver #Instruction!

<https://www.dutchreach.org/road-sharing-for-all/> ...

@myTDOT @NACTO @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT @ODOT\_Statewide @OhioBicycling @PadresTraffic @ParkingatAU @RIDOTNews @TXDF @vopnews @wbikechi @cityofwspolice @Ohio\_BMV @NHTSAgov #wsj – Michael Charney (@DutchReach)

## Road Sharing Tips, Resources for Advocacy

**Sharing the Road Together: Drivers and Cyclists**

Also available to download: Sharing the Road Together: Drivers and Cyclists (PDF)

Cycling is a healthy, fun, and green activity. Regular cycling can also help you lose weight and reduce the risk of coronary heart disease. People who cycle regularly will also probably naturally have a better level of awareness of your surroundings and the responsibility you carry when driving. Yet, even half the people questioned in a 2014 survey admitted they didn't cycle with the most responsible awareness or adherence to safety of road cycling, and less than a third always wearing their helmet.

Whether you are a driver, cyclist, or both, by understanding other road users you can help your participation and level of driving skills and ability to take positive action, leading to safer roads and less conflict between road users.

Misunderstanding is a major cause of conflict. Some cyclists feel threatened by inconsiderate driving and road overtaking, while some drivers can understand and adjust to the edge of the road, or ride lane driving. The information contained within these pages will help to clear up some of these misperceptions.

- Sharing the road together
- Insurance considerations
- Left and right-hand
- Sharing
- Road numbering
- Quick links

**Sharing the Road Together: Drivers and Cyclists**

4. Where the crosswalk ends. Going from Lincoln Park to NorthPark. Being a pedestrian is fun!  
– Tim Rogers (@timmytyper)



Try surviving a walk across Mockingbird at 75. Car drivers seem to aggressively hate pedestrians in Dallas. A hatred only surpassed by their lethal loathing of cyclists. Sad. – David Hale Smith (@davidhalesmith)

Isn't that where the pedestrian bridge is now? – Melissa J. Bellan (@BellanMelissa)

Yes, but it's not convenient for pedestrians not already on the trail. We are implementing a pedestrian safety plan jointly developed by @UnivCrossing, @TxDOT, and @NCTCOGtrans – Philip Kingston (@PhilipTKingston)

### **Collin County Strategic Roadway Plan**

#### **Email**

##### **1. Anne Jones**

I writing to let you know that I do not think it is in the best interest of all concern that Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If you were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone's property, and the speed limit is already 55mph. I do not feel the bridge connecting from John king in Rockwall to Alanis in Wylie is a good idea. I understand you are planning for the future but the cost to the quality of life for the people living in the neighborhoods affected is too high. The bridge would cause a lot of noise, light, and air pollution. I choose to live in Wylie because of its small town feeling and closeness to work. If people choose to live father away and commute to work, they should have to live with the consequences of their decision. I understand that changes need to be made but it seems to me

that you we need to be logical about this and using the road that we already have seem to be the best situation for all those affected.

### **Response by Jeff Neal, NCTCOG**

Ms. Jones,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector will still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **2. David Ashworth**

Please do not put a highway at Troy rd. This will destroy our great neighborhood and ruin the area. We have a wonderful house next to Lake Ray Hubbard and this highway will ruin it.

### **Response by Jeff Neal, NCTCOG**



Mr. Ashworth,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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### **3. Danny & Virginia Glover**

1) Troy Road should not be used as an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone's property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John King in Rockwall to Alanis in Wylie. The bridge would come right through Wylie's ETJ. It will also cause a lot of noise, light, and air pollution. Not to mention they want to put it in the flood plans. This will displace the water to somewhere else, would cost more because they will have to build it up, this will also bring traffic from Rockwall. Please write COG and tell them this is not what we want. We do not want the bridge and they need to come up with something else that includes using existing large roads but modifying them to allow them to handle more traffic. I am writing about the proposed Lake Ray Hubbard which will connect to the flood plains in east Wylie eventually snaking its way to Beaver Creek. It will bring too much traffic to Troy Rd and definitely does not benefit us. Thank you for your time.

#### **Response by Jeff Neal, NCTCOG**

Mr. and Mrs. Glover,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and

consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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#### **4. Rod Cory**

To our NCTCOG leaders, Out of all due respect, We now have a completed, fully functional 6 lane highway (78) that funnels traffic east / west between Lake Lavon and Lake Ray Hubbard. Adding yet another highway, that would literally be a couple miles South of 78 seems to be not only a waste of money and resources but a potential compounding problem directly impacting our wetlands, the flood management of North Lake Ray Hubbard as well as nature's habitat that lives within this wetland, which by the way from my understanding supplies water to a vast number of residents in North Texas. Let's not alter and pollute our natural water source that can and often does already become limited during our summer months. Furthermore those of us whom reside in Wylie, whether in the direct path or not of this proposal made a conscious decision to live out, away from town as far as we could knowing we would add time and dollars spent to our commute. Rockwall residents have obviously done the same. I ask, and beg of you to not take our Natural country side. No highways / No bridge at Lake Lavon nor Lake Ray

Hubbard! If residing in the country or outlying towns is too much, I suggest to those who find the existing roads to congested moving to the city and / or closer to ones employment. I believe it is safe to say those of us who moved out here did not do it for the sake of convince, we moved out here to enjoy God's gift of Nature, to decompress from the hustle of our careers. To raise children away from concrete, crime, traffic and the dangers that go along with. I ask you to please consider all of these things before pushing this road thought further. The negative impact on our community, our natural flood management, our source of water, our property value, our mental health, our future regarding our children and their well-being are just some of the topics that are literally at your fingertips. Wylie Texas has been ranked extremely high on National stats for living, raising children for many years. As a Wylie resident, I beg you not make us a drive by town. I beg you not to divide our community with major highways. Thank you for your time and consideration on how it impacts us Residents of a nationally recognized town of Wylie Texas.

### **Response by Jeff Neal, NCTCOG**

Mr. Cory,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could

provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

On a final note...I want to be sure you're aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

## **5. Barbara Doucet**

As a Troy rd resident, we do not want the proposed new arterial corridor. Please add our name to the object list for this new road.

### **Response by Jeff Neal, NCTCOG**

Ms. Doucet,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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## 6. David Ashworth

Please do not put a highway at Troy Rd. This will ruin the area. We live right next to Lake Ray Hubbard off of Troy Rd and it will destroy our peaceful neighborhood.

### **Response by Jeff Neal, NCTCOG**

Mr. Ashworth,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I stated in my previous e-mail to you, we've identified that Vinson Road could be a viable alternative for Troy Road as a major north-south thoroughfare east of State Highway (SH) 78 between Alanis Drive and the President George Bush Turnpike (PGBT). We're continuing to study whether or not we can recommend that shift as part of our next CCSR Recommendations Map update, and we expect to release that update within the next several weeks.

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## 7. Gwen Poss

I am a resident on Troy Rd. I am against the proposed thoroughfare and the bridge over Lake Ray Hubbard. I moved here a year ago to care for my mother when she was diagnosed with alheimers. This home is less than 20 feet from the existing road already. This project would compromise her mental and physical health as well as jeopardize her safety. Please take this into consideration. I suggest another route FM544 and Vinson.

### **Response by Jeff Neal, NCTCOG**

Ms. Poss,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the

proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

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## **8. Sharie Anderson**

I live at 2852 Troy Rd in Wylie and I want to express my opinion on a few items. Troy Rd should not be used as arterial corridor. It is a one and half lane road with many driveways and homes on it. The speed limit is 35 MPH. Other options to consider are changing the corridor to FM 44 and Vinson. The right of way is already built in, less homes would be affected, the speed limit is already 55 MPH, and no new road would be necessary and carved through someone's property. There is a proposal of a bridge connecting John King in Rockwall to Alanis in Wylie. This bridge would come right through Wylie's ETJ. It will cause noise, light and air pollution. If it's put in the flood plans, it displaces the water, would cost more to build it up, and bring in more traffic from Rockwall. I do not want this bridge. Please consider another alternative that includes using existing large roads that can be modified to allow more traffic.

### **Response by Jeff Neal, NCTCOG**

Ms. Anderson,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

## 9. Jeff Hamilton

Hello, We are writing to show our support against Troy becoming an arterial corridor. We are sickened to hear this possibility as it would absolutely crush all aspects of country life and wildlife in our area. A 4/6 lane roadway in this area would cause horrible noise, pollution and crime spikes to our small rural community. We have been homeowners for three years on a small street off of Troy rd and we love the nature in this area. We plan on starting a family here. Our street dead ends to Lake Ray Hubbard and we already have a lot of unwanted traffic with people looking for lake access. With this road being built we can't imagine the nightmare of random people constantly trafficking our street. We have heard the possibility of making 544 to Vinson the arterial corridor instead. We cannot understand why they would not go that route in the first place! Please understand that we are greatly against the Troy Rd construction and Ray Hubbard bridge project. We have many neighbors that are unaware of this project and need to be informed! This will be devastating to so many people if this project passes. We have attached two main points below. Sincerely, Kendra & Jeff Hamilton 1) Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone's property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John king in Rockwall to Alanis in Wylie. The bridge would come right through Wylie's ETJ. It will also cause a lot of noise, light, and air pollution.

### Response by Jeff Neal, NCTCOG

Mr. Hamilton,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.



Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

On a final note...I want to be sure you're aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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#### 10. Joan Lux

To: NCTCOG

Re: Suggested Alternative to Use 544 & Vinson Rd to GBTR instead of Troy Rd & Termination of Bridge Plans over North Lake Ray Hubbard to John King in Rockwall

As a homeowner on Troy Rd just south of Wylie for the past 11 years, we are appalled, frustrated and angered by NCTCOG's proposal to turn our quiet country road into a high traffic area when other viable alternatives that already have the necessary easements & right-of-ways are available with considerable less costs to taxpayers and little or no infringement onto private property and citizen's homes. FM544 would be a much more cost effective alternative as the right-of-way and easements to widen this roadway are already in place and could easily be extended down Vinson Rd and then beside the Garland City Dump to tie into the George Bush Toll Road. We would ask that NCTCOG look into this option rather than displacing homeowners & property unnecessarily by trying to use Troy Rd. We would also like to express our concern and dismay of NCTCOG's proposal to build a bridge across the north end of Lake Ray Hubbard connecting to John King in Rockwall. Now that Wylie's city council has passed their resolution against the lake corridor highway across Lake Lavon, a new bridge across Lake Ray Hubbard would only increase the congestion on HWY 78 and cause further & future problems of noise,

pollution & increased traffic in areas that are already overloaded and in need of relief. Basically, a bridge across the north end of Lake Ray Hubbard would be a “bridge to nowhere” that only increases traffic problems rather than alleviate them. This could be addressed more effectively with the HWY 78/FM205 corridor and/or the proposed Collin County outer loop. We request that this bridge proposal be terminated and other options explored as well. Sincerely, Joan Lux

### **Response by Jeff Neal, NCTCOG**

Ms. Lux,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

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## 11. Wayne Chumley

Re: Suggested Alternative to Use 544 & Vinson Rd to GBTR instead of Troy Rd & Termination of Bridge Plans over North Lake Ray Hubbard to John King in Rockwall

As a homeowner on Troy Rd just south of Wylie for the past 11 years, we are appalled, frustrated and angered by NCTCOG's proposal to turn our quiet country road into a high traffic area when other viable alternatives that already have the necessary easements & right-of-ways are available with considerable less costs to taxpayers and little or no infringement onto private property and citizen's homes. FM544 would be a much more cost effective alternative as the right-of-way and easements to widen this roadway are already in place and could easily be extended down Vinson Rd and then beside the Garland City Dump to tie into the George Bush Toll Road. We would ask that NCTCOG look into this option rather than displacing homeowners & property unnecessarily by trying to use Troy Rd. We would also like to express our concern and dismay of NCTCOG's proposal to build a bridge across the north end of Lake Ray Hubbard connecting to John King in Rockwall. Now that Wylie's city council has passed their resolution against the lake corridor highway across Lake Lavon, a new bridge across Lake Ray Hubbard would only increase the congestion on HWY 78 and cause further & future problems of noise, pollution & increased traffic in areas that are already overloaded and in need of relief. Basically, a bridge across the north end of Lake Ray Hubbard would be a "bridge to nowhere" that only increases traffic problems rather than alleviate them. This could be addressed more effectively with the HWY 78/FM205 corridor and/or the proposed Collin County outer loop. We request that this bridge proposal be terminated and other options explored as well.

### **Response by Jeff Neal, NCTCOG**

Mr. Chumley,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

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## 12. Anthony Byers

I live in Wylie and reside on Troy Rd. I bought my home 2 yrs ago and started my family here. My wife and I travel these roads every day and use 544 for its convenience. PLEASE Do NOT turn our neighborhood into a highway, 544's zoning is already prepared and as a daily driver you will find it do be the alternative you're looking for. Thank you

### Response by Jeff Neal, NCTCOG

Mr. Byers,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### 13. Robby Neil

I am writing to express concern over consideration of Troy Rd. as a North/South thoroughfare under the above referenced plan. Aside from the negative impact this project would have on the quality of life and value of our home and acreage at 2915 and 2911 Troy Rd., I submit the following points for consideration: 1. Other major thoroughfares running parallel to lakes in Texas typically provide for substantial distances between the roadway and the lake. This setback allows for more of the highly desirable and larger lakefront properties and subdivisions as a buffer zone between the lake and roadway. This larger setback produces higher tax revenue in terms of price and numbers of properties. 2. A pleasant Valley corridor appears to provide a better option in that (a) the roadway already extends for a considerable distance between PGBT and 78, (b) the roadway is already experiencing high traffic and is in need of significant upgrade, (c) much of the route is undeveloped or has larger home setbacks, and (d) it resolves the issue of routing around the Hinton Landfill and Waterview as in the case of the Troy Rd. or Vincent Rd. route. I would also like to express concern over the John King to Alanis connector over Lake Ray Hubbard. It would appear that such an extensive amount of elevated roadway required for this route would be extraordinarily expensive considering the close proximity of a parallel thoroughfare, highway 78, which could be improved to serve the need at less expense. In addition, the combination of these two proposed projects will create a significant "ring of roadways" adjacent to, and over the lake, negatively impacting a valuable local recreational resource.

#### **Response by Jeff Neal, NCTCOG**

Mr. Neill,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts. I should mention as well that each of these options have included a planned expansion of Pleasant Valley Road between Ballard Street/Sachse Road and Merritt Road to a 4-lane divided facility.

On a final note...I want to be sure you're aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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#### 14. Tina Dickerson

Those of us who live here do NOT want more traffic, or more roads. Please go somewhere you're wanted.

#### **Response by Jeff Neal, NCTCOG**

Ms. Dickerson,

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## 15. **Ronnie and Vicki O'Donald**

My name is Vicki O'Donald. My husband & I built our dream/forever home on Troy Rd. We worked our entire lives for this home & peace of mind. Please put yourself in our shoes.....We beg you to LEAVE US ALONE & don't destroy what we've spent a lifetime to build...there are better routes (if you must)....LEAVE TROY ROAD ALONE.... I request you pray before you make decisions that affect OTHER people's lives

### **Response by Jeff Neal, NCTCOG**

Ms. O'Donald,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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## 16. **Erin Larew**

First of all I want to thank you for listening. I am going to get a little personal for a minute. I know I have contacted you a lot and you have responded each time. I just want you to understand that this is my home and I am fighting. At times I feel like I will lose this battle and my forever home will be lost. Other times I feel like you all hear us and understand and want to work with us. Not just pick the best road because it will be the best for traffic and forget about everything else. I know you are not the bad guy just a man doing his job. But at the present time I feel as COG is a dragon that I am trying to slay. With that being said here I go again. But once more I am also trying to offer other ideas. I am once again writing to plead my case. Although I understand the need for more roads, I also understand that there are some needs that are just as important. 1. Troy road becoming an arterial corridor is not the best choice. In the

construction of the majority portion of this road and the location of utilities and homes along this road, it is very apparent that this road was never meant to be anything other than a two lane road. Today, most of this road isn't even two lanes. It would require a tremendous amount of capital and disruption to residences in order to convert this country road into an arterial road. There are a lot of houses are built close to the road and most houses own to the centerline of the road. There are multiple driveways that pull out on to Troy road. Creating a 4+ divided road would become a nuisance for every single person who lives on the road, not to mention having to dodge cars as they try to pull out of their homes. There are a lot of children who live along this road. These children have friends on both sides of the road. An arterial corridor is risking their lives as they try to get to their friends house. The speed limit is 35mph, and those who live on Troy road want it to stay that way. Not only do we want it to stay that way, but we also want stop signs and speed bumps. That is why I am urging you to look more into FM544 to Vinson as becoming the arterial corridor. FM 544 was built with expansion in mind. Homes and utilities are setback from the road to allow for expansion. There are very few driveways that pull out into the road – most are development entrances. The speed limit is already 55MPH. You have said you are looking into how these roadways affect the people. Choosing Troy as a corridor would be devastating to the community who chose this area to call their home. 2. Lake Ray Hubbard Bridge. You are choosing to build on a flood zone area. The city of Dallas would not let us buy this property where the proposed bridge makes landfall on the western side of Lake Ray Hubbard because it is in a flood zone which is part of the management of the lake and connected to the spillway of Lavon Lake. They also do not allow animals to graze on this land due to the pollution they would cause through defecating and urinating and this would get washed into the lake. I am amazed that they would allow a road to be built here. Cars would cause a lot more hazardous chemicals and pollution than animal waste. I am also not thrilled about the idea that East Wylie is being used to ease Rockwall's traffic. Have you thought of moving the bridge to run southwest and connect into Troy Road when it is in Rockwall county? Basically this bridge would connect Rockwall to Rockwall. There are properties that are currently for sale that make a straight line to Vinson. It could then take the traffic straight to the George Bush leaving East Wylie with less traffic congestion caused by Rockwall traffic. They then could take Vinson to get to 544, Ballard and 78. I sent a picture to Mr. Neal to show you what my idea is. That way instead of taking people's land and angering all of East Wylie, the road can actually be built in a less impactful way. Also where the bridge starts in Rockwall, it has been slated by Rockwall to become open land preservation. It was actually their number one location. I'm pretty sure building a bridge there ruins that opportunity. My proposed route allows that land to be used the way it was intended. Although there are things that need to be done. I believe that it needs to be thought out some more. I have said it once, and I will say it again: the computer program is not going to be as helpful this time around. Too much time has passed and now you are dealing with people's lives.

#### **Response by Jeff Neal, NCTCOG**

Erin,

Good afternoon. One of the most important aspects of my work is to try to find win-win solutions whenever and wherever they may be found. Obviously, those solutions may not always be possible...but, working in the government requires us to try to find them because our biggest customer is, first and foremost, the public. And while I can honestly say that I've never been faced with the prospect of losing my home or property to a



construction project of any kind...I've listened intently throughout my career to many people who have, and I can assure you that their issues become very personal to me as well. I truly appreciate you discussing your concerns with me, remaining vigilant on this study on behalf of yourself and your neighbors, and even offering possible alternatives as opposed to just doing nothing.

Through my recent discussions with other folks up and down the Troy Road corridor, as well as with various staff members from the cities of Rowlett and Wylie...I'm becoming more and more convinced that Vinson Road is a worthy alternative for the needed major north-south thoroughfare east of State Highway (SH) 78 between Alanis Drive and the President George Bush Turnpike (PGBT). Widening to 4 lanes divided there is consistent with the City of Wylie's current thoroughfare plan, and it's clear through looking at aerial photographs and/or driving along the corridor myself that there are far less potential right-of-way conflicts compared to Troy Road. Although we haven't officially simulated the Vinson Road alternative within our travel demand model, I feel confident that it will attract similar future traffic volumes as the original Troy Road option and still be successful at relieving traffic congestion along SH 78 and other roadways. So, I think this is an instance where a win-win solution may not only be possible, but probable. We're currently working with all of our stakeholders to make sure we can finalize this change, and hopefully we'll release a new map shortly on our website reflecting the new recommendation.

Regarding the proposed new Lake Ray Hubbard bridge...actually, you'll be interested to know that the City of Rowlett's current master thoroughfare plan shows a dotted yellow line representing a new thoroughfare crossing the lake very close to the area you suggested in your map: <http://gisweb.rowlettx.org/images/Maps/MTplan.pdf>. This concept was originally generated back in 2001, but it's never been given any real serious thought until our CCSRP study got underway last year. While I certainly acknowledge the need to limit property acquisition and potential environmental impacts as much as possible, my primary concern with the potential bridge at this alternate location has to do with network connectivity. In this area, the bridge would simply terminate at Vinson Road, and Vinson Road would be the only reasonable option travelers could use to connect to/from the rest of the thoroughfare network on the west side of the lake. This is the main reason why our proposed connection to an Alanis Drive extension was very attractive...even more so, of course, when we thought that Alanis Drive via Hensley Lane could help penetrate the area as far west as Renner Road. This was critical...because rather than only having a new bridge just connecting Rockwall and Wylie, we now had a continuous long-distance roadway providing numerous thoroughfare network connections beyond just the PGBT all the way to Richardson. And naturally, when the City of Murphy passed their Resolution in January opposing Renner Road extending from Murphy Road to McCreary Road through an existing subdivision...many people, including you I believe, felt then that the new bridge was pointless. However, connecting to Alanis Drive still gives us the ability to connect to Troy Road/Kreymer Lane (to the north), Vinson Road, Ballard Street, SH 78, Sanden Boulevard, Woodbridge Parkway, and McCreary Road...still many opportunities to redistribute traffic and also provide suitable relief to FM 544 and SH 78 over time. Additionally, the new bridge where we've identified it crosses over a narrower portion of the lake, and it appears that we can utilize areas east of the lake that are

outside of the 100-year flood zone. And though it's true that the City of Rockwall has expressed desires to preserve land to the west of where John King Boulevard intersects SH 205, thus far neither the city nor the county has indicated that the crossing at that location would be incompatible with their plans.

I wish there was the ability to answer now some of the questions you've raised below regarding possible direct impacts of the new bridge with your property. Unfortunately, it likely won't be until the formal environmental assessment process is conducted...if this project is able to advance to that stage...when those questions would most thoroughly be addressed. But, I can tell you that it's absolutely essential for any potential direct, indirect, and cumulative environmental impacts to be identified, analyzed, and appropriately mitigated if necessary as a result of that process. I can also tell you that the process should include evaluation of more than just one build alternative. Maybe there's one alternative landing area for the bridge on the Troy Road side of the creek, maybe there's another alternative on the Beaver Creek Road side...it's even possible that the alternative you suggested (if it may satisfy the overall purpose and need and also be consistent with all other build alternatives in design concept and scope) could be investigated as well. However, there's one final thing I can also tell you...every environmental assessment must always include an analysis and comparison of possible build alternatives to a no-build condition. The decision to do nothing must always be within the realm of possibility...and in several other studies I've been involved with throughout my career, the no-build condition ended up being the selected alternative. However, it seems clear well beyond just what our travel model simulations are telling us...tremendous growth is happening and is projected to continue unabated well into the future, and for the good of all citizens throughout the region it's important for us to identify bold solutions to help address that growth efficiently. I know that statement probably gives little comfort to you at this point in time...but I have to think that since our collective goal is always to avoid or minimize impacts and reduce costs wherever possible...we will either find a solution to accomplish that goal in the most effective way, or we can't find a solution and thus should not proceed. I just think we need to get to that study to help us figure that out definitively.

Please continue to contact me at any time if you have any other questions or comments regarding this study or any other transportation issues. I want to continue to work closely with you, your neighbors, and the City of Wylie to make sure we develop the best possible solution that may somehow incorporate all reasonable needs and all points of view. Again, I greatly appreciate your input and concern.

#### **17. Shirley McCarroll**

Why are you trying to push more traffic to an area that is less developed? Once you push it to Troy Rd where does the traffic go from there? To neighborhoods, to smaller 2 lane roads, to dead end streets that are 2 lane only? We don't want it and the rational to it doesn't make sense. Push the traffic to more developed roads! Leave our quite community alone!!!

#### **18. Dixon Glaze**

Leave FM 1827 exactly the way it is right now. It is already hard enough to get cows across. Peacocks get run over. We do not need 6 lanes. 2 lanes is quite enough. Keep your nasty truck

traffic out. Right now we have no trucks but lots of lovely bikes. We have no light pollution so we can see the stars at night. Go away and stay away. Take your road to the land fill.

#### **19. Anna Watson**

I oppose the John King/ Alanis extension. You are basing the road on a road plan that Wylie has confirmed they will not be spending any money on. The money you are wanting to spend should be spent on improving roads. I know that there will be a road built and that main road should be 544 to Vinson.

#### **20. Jaime Shahan**

I am writing as a current citizen of Wylie, currently living at 222 Silver Creek Dr, Wylie, TX, 75098.

I would like to voice my hope for Troy road. I know that currently, the future plans for Troy Road include it becoming an arterial, which has been explained to me as a four to six lane road, possibly with a median.

I feel that since the initial plan for Wylie to use Troy road as an arterial, Wylie has grown in significant ways. I would like for Wylie to re-evaluate this plan with the current and future in mind. This arterial option would be much better served in the area of FM 544 and Vinson Road, where there would be less intervention into personal property. I have examined carefully the satellite view of the map in this area of FM 544 between 78 and Elm Road. Comparing the available area and current positioning of the proposed arterial in this region, I can't help but notice that the proposed route goes through major residential neighborhoods, including Bozman Farms and Watermark. Also, the proposed route is quite a bit straighter than the existing roads, making it seem likely that in areas the road will go through existing homes and threaten personal property on homeowners' land. The route of FM 544 and Vinson Road, however, follows a more direct route, and some places are already separated into a 4 lane divided road. Additionally, there are larger areas which are not residential property and likely, using this route for the arterial would have less impact on individual property owners.

My husband Randy and I own Lot 5, Amber's Cove Addition, on Troy Road, where we have plans to build our forever-home. This is the lot directly south of 2671 Troy Road. I do agree that Troy road is currently too narrow in the area in front of our property, not allowing comfortable passage of two full-size pickup trucks. It is admittedly long-overdue for county maintenance in the area in front of our property. However, I favor limiting the potential widening of the road beyond a full two lane road, or possibly, a three lane road if needed in certain places, to accommodate a turn lane. I don't believe that Troy road is a good option for an arterial route, as it has been populated with new development and many beautiful homes, as well as families with young children who depend on the speed limit being 35 or below. Because of my young family, I would prefer living on an old, poorly kept, country road, than to live on a new, "beautiful," wide, 4 to 6 lane road, whatever the speed limit. I see Ballard / Sachse road, following the recent expansion, with the speed limit at 45, and people often breaking that speed limit going closer to 55 mph.

Please take our thoughts into consideration. I want to thank the Wylie City Council for its efforts against the Lake Corridor in this region, and further voice that I am appreciative that you are listening. We support the COG in its efforts to find reasonable long term solutions for traffic in

this area. We have hope that Troy road can continue as a relatively country road, providing a quiet place for us to raise our family. We favor the expansion of FM 544 and Vinson road as an alternative arterial route.

#### **21. Mr. and Mrs. Glover**

1) Troy Road should not be used as an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone's property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John King in Rockwall to Alanis in Wylie. The bridge would come right through Wylie's ETJ. It will also cause a lot of noise, light, and air pollution. Not to mention they want to put it in the flood plans. This will displace the water to somewhere else, would cost more because they will have to build it up, this will also bring traffic from Rockwall. Please write COG and tell them this is not what we want. We do not want the bridge and they need to come up with something else that includes using existing large roads but modifying them to allow them to handle more traffic. I am writing about the proposed Lake Ray Hubbard which will connect to the flood plains in east Wylie eventually snaking its way to Beaver Creek. It will bring too much traffic to Troy Rd and definitely does not benefit us. Thank you for your time. Thank you very much. Mr & Mrs Glover

#### **22. Heather Ward**

When my husband and I were deciding 20 years ago to buy a house, we decided that we were not going to live near our jobs. We wanted to live in a bedroom community away from the city. We understood that there was going to be a commute. We did not buy in Wylie thinking that eventually they were going to be bringing the roads to us. We desire the quiet and peacefulness of our urban home. We are proud that we picked Wylie to be our community. We didn't pick other towns because they were too close to the highways and city lights. It is okay to just better our community within then to try and compete with the bigger demands of the city. No bridge over the Lakes. No 6 lane expansion down Troy road.

Adding more roads is not going to fix the problems that currently have. A much better place to start is by fixing many correctable issues that could allow better traffic patterns and much less anger on the roads. Here are 4 suggestions to try before forging ahead and destroying our beautiful bedroom community, property values, homes, neighborhoods, wild life and water front communities.

**1. Take a deeper look at traffic lights, timing and traffic patterns.** There is no reason EVER that there should be NO movement in an intersection during heavy traffic times. Yet I sit at lights with not one car moving for up to a minute during peak travel time. If I have to stop from the beginning of the red light just to get to the next light as it just turns red all the way down 544 and 78, you have a major traffic dysfunction. Traffic lights are intended to ease and move traffic, not be the major cause of all traffic slowdowns. I have sat at a red light for 3 minutes at 7:00am on Sunday mornings with not another car in site. None of these situations are acceptable for a functioning progressive city like Wylie. Keeping this current problem and adding more roads, bridges and construction is not a fix, it's a band aid on a knife wound.

**2. There are way too many roads that are 1/2 done.** Finish the expansion on the roads that has already began years ago. East west roads are the worst. Clean up what was started before

you start another project and leave the mess that was started to go unattended for even LONGER. I will send pictures if you are unaware of the unfinished projects.

**3. Remove the grass and trees from the center of the roadways.** We truly need miles of left turn lane much more than we need to maintain, plant, mow and trim grass and trees in the middle of our roads and highways. The impact of removing trees and grass will be a lesser impact on our environment than what is being considered over, around, by, near and through Lake Lavon and Lake Ray Hubbard.

**4. Make the left turn lanes head on not off set.** This causes a huge blind spot. The flashing yellow arrow is ridiculous. Allow the drivers that are turning left to BE ABLE TO SEE THE TRAFFIC THAT THEY ARE TURNING INTO. We also need to designate a right turn lane. By opening up the medians to left turns instead of agriculture, the left hand turn and the right hand turn lane problems will be greatly diminished.

If you are in need of an example of well executed traffic flow patterns, please look at Naperville Illinois. Ogden Ave (Route 34) is a fantastic example of east/west movement with a center turn lane and great flow. If you are looking to see 6 lanes of well-planned traffic patterns then look at Naperville/Aurora Illinois on Highway 59. I spend quite a bit of time in this area. The traffic flows so well that when I get back to Wylie it is disturbingly obvious that we have a MAJOR traffic flow problem. Not because of lack of roads, but because of poor planning and underestimating Wylie's infrastructure.

We need to address these issues first. Then look into expansion.

### **23. Tracey Short**

To whom it may concern,

We live in the subdivision of Watermark. It is located on Troy Road, north of County Line Road. We are very troubled by the recommendations to increase Troy Rd to a 4-6 lane thoroughfare. We moved to this area specifically to be on a beautiful, quite lake. We knew our commute would be longer because of our decision to move out of the city of Plano. We accepted this wholeheartedly! The thought of turning Troy Rd into a major thoroughfare breaks my heart. We have finally found our forever home and don't want this expansion to happen. There are other viable options that could be considered. FM544 and Vinson road are two I can think of right off the top of my head.

We also would like the bridge connecting Alanis to John King in Rockwall taken off the plan as well. One of the proposed plans puts that bridge practically in the middle of our house. The other site is too close for our comfort.

This proposed bridge and expansion of Troy Road will not do anything for the city of Wylie. It will only increase noise and traffic in our community. I won't even begin to mention the hardship of all who could potentially lose the way of life they know.

#### **Response by Jeff Neal, NCTCOG**

Mr. and Mrs. Short,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for

viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

On a final note...I want to be sure you're aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following

webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

**24. James and Joann Wilson**

Please do not put another bridge over Ray Hubbard. We do not want a connection from John King to McCreary Road. This would cause Wylie to be just a bypass. Please be very careful which roads you decide to increase in size. Wylie is quiet-this is the way we like it. While we do know there are roads that need to be enlarged, please do not put large thorough fairs in that destroy the quiet neighborhoods we enjoy. Thank you.

**25. Marsha Hamilton**

Wylie Tx is NOT IN FAVOR OF the north-south Lake Lavon freeway system that would divide the lake and east Wylie! Nor are we in favor of splitting Wylie with another east-west corridor connecting Wylie and Rockwall across Lake Hubbard. Expand 78 and 205/John King (the roads already there), if you will. It is NOT ACCEPTABLE to take homes and properties by eminent domain!

Thank you for listening!

**Response by Jeff Neal, NCTCOG**

Ms. Lux,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across


Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **Innovative Vehicles & Technology**

#### **Twitter**

1. Thanks, @JamesBMcGuire! It was a great day for #ElectricVehicles and #AirQuality in the DFW metroplex. Check out our report at <http://texpirgedfund.org>. Many thanks to @LeeforDallas and Gary Thomas from @dartmedia along with Chris Klause from @NCTCOGtrans and @AECOM for joining. – Bay Scoggin (@Bay\_Scoggin)



**James McGuire** @JamesBMcGuire  
@Bay\_Scoggin advocating at City Hall for EV infrastructure in DFW on behalf of @TexPIRG #ClimateAction #infrastructure #AirQuality

2. Awesome conversation on #ElectricVehicles @CityOfDallas this morning with key thought leaders in transportation including @dartmedia, @NCTCOGtrans and @LeeforDallas along with @AECOM's @suzannemurtha #Buildingabetterworld – Katie Venhaus (@Katie\_Venhaus)



**AECOM** @AECOM  
Today, @suzannemurtha joined @CityofDallas and @TexPIRG to discuss the future of #ElectricVehicles. Suzanne sees the electrification of vehicles and supporting infrastructure as a key enabler to safer, cleaner cities...



## Mobility 2045 Comments

### Email

#### 1. Michael Veale

I would like to better understand the work plan and anticipate work products for the Mobility 2045 effort which I understand is coming to completion mid-year.

1. The Mobility 2040 reports I found on your website are quite voluminous; therefore providing a lot of traceability back to the context that informed the plan's specifics, proposed investments, etc. I could not find dates on the documents so not sure when completed but noted that a 24 year planning horizon to 2040. So I assume it was completed in/near 2016.
2. Mobility 2045 is underway, however, I could find a similar level of detail (to the 2040 plan) on the Mobility 2045 page, yet the effort is projected to complete sometime mid-year. Is the Mobility 2045 an interim plan (which level required content)? I would like to better understand the purpose, objectives and use of the 2045 effort. With there be further phases of Mobility 2045 planning subsequent to this current effort?
3. Part of the reason I am somewhat confused is that the SF Bay Area recently completed their Plan Bay Area 2040 plan last July – yet you are working on a 2045?

A phone conversation on the above is preferable. Please advise who/who I contact relevant parties.

#### **Response by Carli Baylor, NCTCOG**

Mr. Veale,

Thank you for contacting the NCTCOG Transportation Department. Answers to your questions are enclosed below.

Additionally, please feel free to reach out to Kevin Feldt, our program manager for the Mobility 2045 Plan. He can be reached at 817-704-2529.

I would like to better understand the work plan and anticipate work products for the Mobility 2045 effort which I understand is coming to completion mid-year. **Mobility 2045 is scheduled to have action taken by the Regional Transportation Council on June 14.**

1. The Mobility 2040 reports I found on your website are quite voluminous; therefore providing a lot of traceability back to the context that informed the plan's specifics, proposed investments, etc. I could not find dates on the documents so not sure when completed but noted that a 24 year planning horizon to 2040. So I assume it was completed in/near 2016. **Yes, Mobility 2040 was adopted by the Regional Transportation Council in March 2016.**
2. Mobility 2045 is underway, however, I could find a similar level of detail (to the 2040 plan) on the Mobility 2045 page, yet the effort is projected to complete sometime mid-year. Is the Mobility 2045 an interim plan (which level required content)? I would

like to better understand the purpose, objectives and use of the 2045 effort. With their be further phases of Mobility 2045 planning subsequent to this current effort? **NCTCOG staff is currently finalizing a Mobility 2045 draft. The document will be posted to our website on or before April 9. The final document will be available after the Regional Transportation Council takes action on June 14. Public meetings to solicit input regarding the draft Mobility 2045 document will be on April 9, 10 and 11 and in May on the 15, 17 and 22.**

3. Part of the reason I am somewhat confused is that the SF Bay Area recently completed their Plan Bay Area 2040 plan last July – yet you are working on a 2045? **Yes, due to federal transportation planning and air quality conformity rules, we are planning to the horizon year 2045.**

### Twitter

1. #Dallas #FortWorth @NCTCOGtrans is required to maintain a long-term transportation plan that defines a vision for the region’s multimodal Transportation system and guides expenditures of state and federal transportation funds during the next 20 plus years  
<http://www.nctcog.org/trans/mtp/2040/> – Marko Sakal (@markosakal)

## Programs

### Twitter

1. @NCTCOGtrans offers no-strings financial aid for car repairs, new purchases  
<http://via.cw33.com/Go5Qb> – CW3 TV (@CW33)



2. FREE MONEY! Now that I have your attention, if you live in DFW region & own a car/truck you can get up to \$600 for emissions repair and up to \$3500 to buy a newer vehicle if yours is

10+ years old. Here's how. <http://via.cw33.com/Go5Qb> via @cw33 @nctcogtrans  
#AirCheckTexas – Brian Sandler (@\_BrianSandler)



## Project Planning

### Email

#### 1. Mike Harris

The toll lanes added to northeast loop 820 in Fort Worth are the most inefficient use of right of way I have ever seen. Fully 30% is dedicated to servicing the toll lanes by duplicating the entrance and exit ramps and providing drainage. Moreover, the costs associated with this duplication would undoubtedly be similar to that of increasing the roadway's capacity by 50%. An aerial view of the intersection of this roadway with that of I-35W and its toll lanes looks like someone dropped a plate of spaghetti. Please look into hiring a civil engineer before designing another roadway. This is not something that is amenable to the do it yourself approach. Thank you.

#### 2. Kenneth Koonsman

I'm against this pro corridor program completely many problems with idea, first and most important, why should my tax paying dollars go for something I can't afford nor can this County if doubling my tax's last year is supporting this program and all the schools how are we gonna afford to live here, I feel like the County is pushing the lower income folks out, how is that fair after we busted our chops to buy a piece of ground?

#### 3. John Donaghey



A lot more thought needs to be given to how the quality of the lives of those being displaced and affected directly everyday vs providing temporary convenience and access for people not being directly affected by freeways, new ROW, noise, pollution, etc. At some point, "progress" becomes "regress." More is not necessarily more desirable. There is something to the old quote, "Less is More." Maybe, propose large lot (1+ acre) developments vs building out maximum density. Lucas is an example.

Any available metrics on the above? It is a proven fact that more access (concrete on the ground) creates more congestion. One couple from Virginia, at the Wylie work shop, testified that while they lived in VA and worked in DC, they watched the greater access add many more cars traveling into DC and increase their travel time dramatically. This is why they moved to Texas.

#### 4. **Tony Powell**

Is there any funding for electric streetcar upgrades or line improvements?

#### 5. **Chuck Erwin**

More money needs to go for roads, and less for transit. Fund each mode in exact proportion to it's tripshare. Start to construct the outer loop around the entire metroplex. Don't need new rail lines. Alternate roads, not modes.

If you have proposals for new freeways, how do you submit them?

#### **Response by Carli Baylor, NCTCOG**

Mr. Erwin,

Thank you for contacting the NCTCOG Transportation Department.

The best method to submit a proposed transportation project is through our website comment section, during our public meetings or during our official public comment period.

To submit an online comment, please visit [www.nctcog.org/input](http://www.nctcog.org/input) or email [transinfo@nctcog.org](mailto:transinfo@nctcog.org).

Additionally, my contact information is enclosed below, and I can forward your input to the appropriate staff member.

### **Twitter**

1. #ShowMeTheMoney @SenatorBobHall @DonHuffines @DanPatrick #WhoRepresentsMe @LBJ\_Now @TML\_Texas @DouglasAthas @GovAbbott <https://www.whoownstexas.com/> – Lee M. Kleinman (@LeeforDallas)



You support a Tollroad that's not even in your district. How much are you getting? – Adam Vanek (@adamvaneklaw)

Zero \$.👉 Take a look: [campfin.dallascityhall.com/search.aspx](http://campfin.dallascityhall.com/search.aspx) But as Chair of the @CityOfDallas Mobility and Infrastructure Committee, Chair of Dallas Regional Mobility Coalition and a member of @NCTCOGtrans RTC I have an obligation to deliver projects. What are your credentials? – Lee M. Kleinman (@LeeforDallas)

2. I am proud to work with various Chambers of Commerce, businesses, city leaders of Dallas, Garland, & Mesquite, residents, @NCTCOGtrans, & TXDot to help move #635East project forward.

🚗🚙 #Mesquite #HD107 #txlege #Infrastructure #Transportation #EconomicDevelopment @LBJ\_Now <https://twitter.com/mesquitetxnews/status/968078294443806720> ...– Victoria Neave (@Victoria4Texas)

**Mesquite News @MesquiteTxNews**

City Council approves resolution in support of LBJ East Project  
[starlocalmedia.com/mesquiteneews/c...](http://starlocalmedia.com/mesquiteneews/c...)

We are thankful for your leadership! – LBJNow (@LBJ\_Now)

**Ride Share**

**Twitter**

1. @Danwhite7912Dan @uber @lyft @RideshareGeek @T4America @MomLyft @UltraLyft @UberManYouTube @UberLyftChat @txbornviking @UrbanFortWorth @Wylie\_H\_Dallas @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



**Texas A&M Transportation Institute @TTI**

TTI is conducting a survey investigating how individuals that are blind or visually impaired perceive the safety of ride sharing companies relative to other travel modes. Go to this link for the survey: [goo.gl/JSBbtE](http://goo.gl/JSBbtE).

**Transit Comments**

**Email**

**1. Tamara Haywarf**

I love using the train and bus systems in large cities when I travel. I wish riding the bus or train daily was a viable option for me in Fort Worth

**2. Ann Zadeh**

I support passenger rail specifically and a multimodal transit system overall. We cannot rely on single passenger vehicles and widening roads.

**3. Thomas Simmons**

WE NEED A TRAIN THAT GOES BETWEEN DALLAS AND FORT WORTH THAT REACHES A SPEED OF LEAST 200 MPH. MUST BEAT A AUTO DOWN I 30. THAT WILL MAKE THE FEEBLE TRANSIT SYSTEMS (DART & FART) WORK. A TRAIN BETWEEN DALLAS & SAY HOUSTON WILL NOT BEAT AN AIRPLANE.

**4. Phil Waigand**

When Tex Rail (direct rail from FW to DFW) is completed. It should be a "Major Celebration" of how Air & Rail have come together. Nowhere, but here to do have two rail systems paralleling with DFW Airport. Also, the combination of DFW Airport and DFW Rail are two of the most collaborative entities between the two anchor cities.

#### **5. Wayne Owen**

What is the TexRail project plan for getting passengers to and from the Stockyards Historic District? Thanks.

#### **Response by Sarah Chadderdon, NCTCOG**

Mr. Owen,

Thank you for contacting the NCTCOG Transportation Department.

The best source of information for details about local connections from TEXRail stations is Trinity Metro (the Fort Worth Transportation Authority).

Please visit <http://www.texrail.com/contact/> for contact information.

#### **6. Daniel Triche**

The suburbs of Frisco and Prosper and McKinney are growing at a massive rate and buckling under population pressure. Is there any chance that they will be connected to the Dart line?

#### **Response by Sarah Chadderdon, NCTCOG**

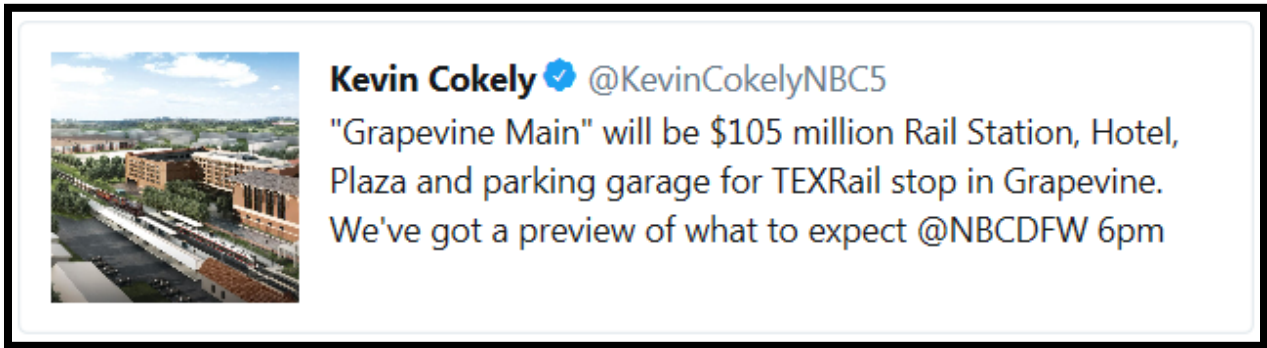
Mr. Triche,


Thank you for contacting the NCTCOG Transportation Department.

Long-range plans, including proposed projects in Mobility 2045, include 2 rail lines (the Frisco Line and the McKinney Line) that would connect suburbs of Collin County to the DART light rail system.

#### **Twitter**

1. @DFWStuff @Danwhite7912Dan @theButcher\_st @RedTexasyall @txbornviking  
@WalkableDFW @NCTCOGtrans @TrinityMetro – Shawn Eric Gray (@ShawnEricGray)



**Kevin Cokely**  @KevinCokelyNBC5  
"Grapevine Main" will be \$105 million Rail Station, Hotel, Plaza and parking garage for TEXRail stop in Grapevine. We've got a preview of what to expect @NBCDFW 6pm

### Other Comments

#### Email

1. **A Freeman**

I think driving should be a “right” and not a privilege.

Why do I have to have a drivers’ license to travel on a road to the grocery store to get food?

Do I need a license to buy food?

#### Twitter

1. @CityOfFriscoTx Staff from Traffic Engineering, IT, @FriscoPD & @FriscoFFD presenting today at @NCTCOGtrans on #ClosestToDispatch - #ImprovingIncidentResponse – David Shilson (@FPDShilson)





2. Pursuing PhD in Urban Planning & Public Policy @UTAcappa @utarlington w/ .@C\_\_TEDD supports for the top notch applicants .@txplanning .@NCTCOGtrans .@The\_ACSP – IUStudies (@IofUrbanStudies)

**C-TEDD @C\_\_TEDD**  
 Interested in pursuing a PhD Urban Planning & Public Policy w/ .@utarlington?  
 .@C\_\_TEDD offers GRA positions & fellowships. Please refer to the following link for further information and...

3. Hello @DanielAndrewsMP and @MatthewGuyMP this is exactly what will happen in @melbourne. It's called induced demand. – Dr Gavin Doolan (@anaestricks)

: proposes longer journey times on widens



## 21st Century City @urbanthoughts11

Some say the definition of insanity is when you repeat the same mistake over and over again and expect a different result each time

I'd like to cc @TxDOT & @NCTCOGtrans on this too.

Texans don't need more lanes, we need more #TransitAlternatives! – Loren S. (@txbornviking)

4. @theButcher\_st @WalkableDFW @RideDCTA @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

**Kevin Roden**  @KevinRoden

While cities across the nation are moving to do away with parking minimums in order to encourage less car-centric policies, Denton is moving in the exact opposite direction. This is bad for Denton. (THREAD)  
[dentonrc.com/news/news/2018...](https://dentonrc.com/news/news/2018...)

Show this thread



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

April 16, 2018

The Honorable Brandye L. Hendrickson  
Acting Administrator  
Federal Highway Administration  
East Tower, 8th Floor  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Acting Administrator Hendrickson:

Through the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the RTC implements a variety of emissions-reducing activities using Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds in its capacity as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area. Implementation of key emission-reducing projects in the ozone nonattainment area continues to be delayed due to a slowdown in the processing of Buy America waiver requests. On February 26, 2018, representatives from Transportation Energy Partners, NGV America, and various Clean Cities organizations met with you to discuss challenges associated with ongoing delays in the Federal Highway Administration (FHWA) issuing Buy America waivers for alternative fuel vehicle projects. While the RTC was not able to send representatives to participate in this meeting, NCTCOG staff provided information regarding pending waiver requests for RTC-funded projects to be included in this discussion.

The RTC, NCTCOG staff, and DFW Clean Cities, which is housed within the NCTCOG, stand in concurrence with, and support of, the enclosed correspondence recently submitted by Transportation Energy Partners and supporting organizations. We reiterate that Buy America was originally established to ensure use of domestic iron and steel for road and bridge projects, and that the application of 100 percent domestic content requirements to vehicles results in a situation where no vehicle project could ever be approved without a waiver. Coupled with the fact that the Fixing America's Surface Transportation (FAST) Act prioritizes cost-effective diesel retrofit projects, which includes heavy-duty vehicle replacement projects, this creates a conflict and disconnect between the stated priorities of the legislation and application of regulatory requirements.

Beyond the issues flagged in the enclosed letter, the RTC wishes to alert you of additional challenges and consequences. Enclosed are two letters previously transmitted to FHWA, which outline several concerns including air quality impacts and inability to move forward on projects that are prioritized by the Fixing America's Surface Transportation Act. We resubmit these for your consideration. The RTC notes that to resolve the negative economic and air quality consequences associated with the current backlog of projects, waivers must be released not only for alternative fuel vehicle projects, but also for new clean-burning diesel or gasoline vehicle projects. In addition to the abundance of clean vehicle projects which are pending or on

April 16, 2018

hold, there have been project delays associated with mobility initiatives in the DFW area such as data sharing programs, vanpool programs, and safety initiatives such as incidence response equipment used by first responders to document and quickly clear crashes from roadways. These projects are significantly delayed or stalled due to lengthy Buy America compliance review processes on Commercially Off-The-Shelf (COTS) products or an outstanding need for waivers for vanpool vehicles, respectively.

The RTC joins with Transportation Energy Partners and their supporters in seeking your assistance in immediately clearing the backlog of requested waivers. In addition, to avoid the ongoing need to review waivers for vehicle projects, we request that FHWA modify the Buy America requirement for domestic content of iron, steel, and protective coatings. Rather than requiring 100 percent domestic content, we request that FHWA adopt a lower threshold for manufactured goods, including vehicles, more in line with the threshold required by the Federal Transit Administration, coupled with the requirement for final assembly in the United States. This would enable realistic implementation of the cost-effective diesel retrofit projects emphasized by the FAST Act in a manner that also preserves Buy America goals. Alternatively, FHWA could reinstate a regular quarterly waiver processing schedule for all clean vehicle projects so that emissions-reducing projects can proceed.

Thank you for your support and consideration. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241.

Sincerely,



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

LPC:ch  
Enclosures

cc: North Central Texas Congressional Delegation  
Elaine Chao, Secretary, U.S. Department of Transportation  
Edwin Okonkwo, U.S. Department of Transportation  
Jose Campos, Federal Highway Administration Texas Division  
Barbara Maley, Federal Highway Administration Texas Division  
Michael Morris, P.E., Director of Transportation, NCTCOG



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

**April 2018**

## Calendar

**April 4, 8:30 am**

### **TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St.  
Fort Worth, TX 76102

**April 6, 11 am**

### **DRMC**

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

**April 9, 6 pm**

### **Public Meeting**

Garland Police  
Administration Building  
1891 Forest Lane  
Garland, TX 75042

**April 10, 6 pm**

### **Public Meeting**

North Richland Hills Library  
9015 Grand Ave.  
North Richland Hills, TX 76180

**April 11, 2:30 pm**

### **Public Meeting**

NCTCOG  
616 Six Flags Drive  
Arlington, TX 76011

**April 12, 1 pm**

### **Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**April 27, 1:30 pm**

### **Surface Transportation Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## **Access North Texas updated to meet transit needs**

The North Central Texas Council of Governments (NCTCOG) recently updated Access North Texas through an inclusive planning process relying on local input. The process included the participation of elected officials, local government staff, transit riders, health and human service agencies, educational institutions, and businesses.

Access North Texas is the public transit-human services transportation coordination plan for the 16 counties served by NCTCOG. The plan identifies the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes. Based on a combination of research, technical analysis and public input, the plan identifies strategies to better serve these vulnerable populations with public transportation.

During the public outreach process, NCTCOG staff polled attendees to gauge how transportation network companies (TNCs) such as Uber and Lyft, self-driving vehicles, and other technologies were perceived in their communities.

Some communities saw the potential transportation gap that TNCs could fill while others had concerns about their accessibility. Concerns included vehicle accessibility for individuals using mobility devices and people who don't own smartphones. In the updated plan, NCTCOG staff included a new regional strategy that encourages communities to consider non-traditional ways to deliver public transportation, including TNCs. Encouraging TNC service and coordination with transit agencies, where appropriate, will help in the development of their accessibility to all riders. While Access North Texas is not a funding document, it is used as a guide for agencies that provide transportation services when federal and State funding becomes available. To review the plan, please visit [www.accessnorthtexas.org](http://www.accessnorthtexas.org).

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



North Central Texas  
Council of Governments

## Check engine light on? Visit a Car Care Clinic near you in April

Did the check engine light recently appear on your car's dashboard? The reasons could be numerous, from a simple thing such as a loose gas cap to a more serious — and expensive — issue.

Regardless of the problem, it is important to have it checked because your car will not pass the emissions portion of the State inspection until it is repaired.

The North Central Texas Council of Governments is partnering with local automotive repair shops to conduct a series of Car Care Clinics in April. Once again, the focus is on the dreaded check engine light. While you need to have a problem with the light addressed, repairs may cost less than you think.



Talk to a mechanic for FREE at one of 12 clinics throughout the region beginning Saturday, April 7 and continuing until April 28. These clinics will provide drivers with an opportunity to talk to a technician about the potential cause the problem and how it may be fixed. Some vehicle owners may qualify for assistance with emissions repairs if they meet certain income requirements.

A NCTCOG staff member will be on hand at select clinics to explain the AirCheckTexas Drive a Clean Machine Program, which allows qualifying motorists to get their vehicles repaired for as little as a \$30 copay, so they can pass the emissions inspection. Income and vehicle requirements for the program are available at [www.airchecktexas.org](http://www.airchecktexas.org). A family of four earning \$75,300 or less, for example, is eligible for a repair voucher worth up to \$600.

AirCheckTexas is one of many successful programs credited with helping the region improve its air quality over the past several years. Ten Dallas-Fort Worth area counties are in nonattainment for ozone pollution and are working toward compliance with the federal government's standard. To find a clinic near you, visit [www.ntxcare.org](http://www.ntxcare.org).

## High-speed rail project moving forward

High-speed rail is moving forward across Texas. A series of public hearings were held along the planned Dallas-to-Houston corridor, and comments have been received on that project. The Federal Railroad Administration is now working on responding to them. The hope is to have a record of decision by the end of the year, allowing the project to advance to design and construction.

Elsewhere, NCTCOG is trying to assist Dallas and Fort Worth with the creation of a local government corporation, which would have high-speed rail oversight in the region. Discussions also continue on how to advance high-speed rail from Fort Worth to South Texas. The ultimate result could be a network of high-speed trains providing Texans another safe, efficient way to travel among the State's major metropolitan areas.

## **ALTERNATIVE FUELS**

### **US 75 named alt fuel corridor through region**

The Federal Highway Administration has announced another round of designations of the Alternative Fuel Corridors.

These corridors were established to ensure alternative fuel vehicles can travel on specified roadways that have adequate alternative fuel refueling/charging infrastructure.

In addition to previously awarded interstate highway corridors designated in 2016, the second round added US Highway 75 as a corridor for natural gas, propane, and electric vehicles to the North Texas region.

Based on these corridor designations, drivers from North Texas can have confidence in operating a variety of alternative fuel vehicles to neighboring metropolitan areas.

A third round of corridor designations will occur later in 2018.

For a complete map of all designated alternative fuel corridors across the country, visit [www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/maps](http://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps).

# **REGIONAL**News

### **Data sharing grants available for DFW cities**

Transportation partners interested in sharing information on road closures, major events and traffic signals to make the roads safer and more efficient are invited to apply for grants of up to \$25,000 by May 4.

NCTCOG is offering assistance to cities and other transportation partners as part of two initiatives. First, \$125,000 is available to encourage the sharing of traffic signal data.

This information can be shared with the developer community to support development of connected-vehicle, vehicle-to-infrastructure and other intelligent transportation applications in an effort to improve how vehicles communicate.

These grant programs also seek to prepare the region for automated vehicles.

Additionally, the Waze Data Sharing Program offers entities that agree to share information on road closures access to real-time data provided by users of the navigation app. Like the traffic signal data project, this grant has \$125,000 available for awards.

Ultimately, this information will help build out 511 DFW as a portal for transportation information.

To be eligible, applicants must:

- Have jurisdiction over the relevant traffic signals and routes
- Be willing to share their data with outside entities, such as NCTCOG, neighboring jurisdictions, transit authorities, transportation information applications and others

This is the second time NCTCOG has offered such grants. Last year, grants were provided for both programs.

The latest round of grants will help entities implement low-cost solutions to improve the reliability of their transportation networks.

## 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

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Trinity Metro  
(formerly known as The T)**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

# 12

The number of Car Care Clinics scheduled throughout April to help North Texans address issues with their vehicles.

# PUBLIC *Involvement*

## **Share thoughts on the Mobility 2045 plan**

NCTCOG staff will present Mobility 2045 draft recommendations, funding initiatives, an air quality update and bicycle opinion survey results during public meetings in April.

Residents can provide input on Mobility 2045, the Metropolitan Transportation Plan for Dallas-Fort Worth, as well as several other transportation initiatives at public meetings on April 9 (Garland), April 10 (North Richland Hills) and April 11 (Arlington).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that can reduce congestion and improve air quality. The Regional Transportation Council is expected to take action on draft recommendations in June.

In addition to developing a Metropolitan Transportation Plan, NCTCOG staff is responsible for assisting with funding initiatives. The Transportation Improvement Program is a federally and State-mandated list of projects with committed funding for construction or implementation within a four-year period. Staff will present the draft list of projects to be funded between 2019 and 2022.

Staff will also provide proposed modifications to the fiscal year 2018 and fiscal year 2019 Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization within a two-year period.

Finally, air quality updates and bicycle opinion survey results will also be presented.

Watch the Arlington meeting in real time by clicking the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

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Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. 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, the Federal Transit Administration or the Texas Department of Transportation.



## 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.

## OFFICIALS BREAK GROUND ON TxDOT'S CLEAR LANES PROJECT

*TxDOT to Rebuild/Widen I-35E/US 67 Corridor That First Opened in 1950s*

**Dallas, Texas** — Texas Department of Transportation officials and state and local leaders kicked off construction on The Southern Gateway corridor in February, marking the beginning of a four-year effort to rebuild and widen I-35E and US Highway 67 in southern Dallas County. Texas Transportation Commission Chairman J. Bruce Bugg Jr. was joined at the ceremonial groundbreaking by State Sen. Royce West, State Representative Rafael Anchia, Dallas County Judge Clay Jenkins, Dallas Mayor Mike Rawlings and a host of other county and local officials.

"This project, along with others we're building across the state, are part of Governor Abbott's directive to the Transportation Commission to ease traffic jams in our major metropolitan areas," said Chairman Bugg. "It is the reason the Texas Clear Lanes initiative was created; to tackle congestion and cut commute times using these Texas voter-approved funds for non-tolled transportation solutions."

"Today is a tangible result of what Texas Clear Lanes is all about," he said.

The Texas Clear Lanes initiative is designed to address Texas' most congested highways, using funding from Proposition 1, approved in 2014 by 80 percent of Texas voters, and from Proposition 7, approved by 83 percent of Texas voters in 2015 for non-tolled transportation projects. All Texas Clear Lanes projects are non-tolled.

The \$666 million, 11-mile Southern Gateway project includes \$260 million in Clear Lanes funding. It includes two segments.



TxDOT image

**Left to Right:** Bill Hale, TxDOT Chief Engineer, Marc Williams, TxDOT Deputy Executive Director, Dallas County Judge Clay Jenkins, State Representative Rafael Anchia, District 103, DART Board Member Amanda Moreno, J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission, State Senator Royce West, District 23, TxDOT Dallas District Engineer, Kelly Selman, Regional Transportation Council Chairman and Cedar Hill Mayor, Rob Franke, Dan Stoppenhagen, Fluor Vice President, Michael Morris, Director of Transportation for the North Central Texas Council of Governments.

Segment 1 is the I-35E portion of the project which includes full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled express lanes from Colorado Boulevard to US 67.

Segment 2 includes the US 67 portion that adds a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled express lane in the center median.

The project's plans date to 2001 when TxDOT and the local stakeholders first met to address the needs to improve the aging corridor.

The approved project will extend numerous entrance and exit lanes, reconfigure/improve ramps and shoulders, and improve bicycle/pedestrian sidewalks and paths. The project, which began in early 2018, is expected to be completed by late 2021. The project contractor is Pegasus Link Constructors, Inc., a joint venture between Balfour Beatty and Fluor, the contractor that built the Horseshoe Project in downtown Dallas.

"Having been involved in this project since its inception well over a decade ago, it's great to see all the planning and hard work by

See **CLEAR LANES** on Back Page

## MARCH 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) <sup>o</sup>	CONTRACTOR	
1	0009-04-066	SH 66	At Lake Ray Hubbard Bridge EB to north slope near east end	Slope failure repair	\$2.56	\$2.23	-13.04	\$2.55	Iowa Bridge & Culvert, LC
2	0047-06-162	US 75	SH 121 to PGBT	Full depth concrete repair	\$1.12	\$1.23	9.78	\$1.41	O. Trevino Constr., LLC
3	0196-03-262	I-35E	N of Oak Lawn to S of Commonwealth Dr.	Slope failure repair	\$4.32	\$6.36	47.00	\$7.27	Sema Construction, Inc.
4	0196-03-276	I-35E	S of Commonwealth Dr. to SS 348	Slope failure repair	\$4.47	\$6.02	34.83	\$6.89	Altus Construction LLC
5	0816-02-079	FM 455	At FM 2164 & Union Hill Rd.	Intersection improvements	\$1.50	\$1.28	-14.56	\$2.10	Jagoe-Public Co.
6	1567-01-037*	FM 720	South of Martop to US 380	Widen 2-ln rural to 6-lns urban divided	\$14.86	\$15.01	1.01	\$24.65	Mario Sinacola & Sons Excavating, Inc.
7	2745-01-008	FM 2755	Business SH 78 to FM 1138	Base repair and overlay	\$1.61	\$1.44	-10.54	\$1.63	Foutsco Paving Company, LLC
<b>ESTIMATED MARCH 2018 TOTALS</b>					<b>\$30.44</b>	<b>\$33.57</b>	<b>10.27</b>	<b>\$46.50</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					<b>\$112.07</b>	<b>\$106.27</b>	<b>-5.17</b>		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$287.84**</b>				

\* Project is an A+B bidding project.

\*\*District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

<sup>o</sup>Estimated Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## APRIL 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0009-11-244	I-30	W of Gus Thomasson Rd. to E of N Galloway Ave.	Full depth concrete pavement main lanes	\$2.70
2	0009-12-211	I-30	0.1 mi W end of Ray Hubbard Br. to Hunt County Line	Rehabilitation of existing roadway	\$3.69
3	1290-01-012	FM 1141	SH 66 to FM 552	Restore existing pavement and add shoulders	\$2.72
4	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2-lane rural to 4-lane divided urban ultimate 6	\$21.24
5	1950-01-039	FM 407	Lantana Trail to 450 feet east of E Carruth Lane	Landscape treatments	\$1.04
6	2352-02-022	FM 2449	West of Denton Creek to 600 feet east of Burnett Rd.	Concrete full depth repair	\$2.53
	0196-07-033*	VA	Various locations in Dallas, Collin, Kaufman and Rockwall Counties	Guide sign installation & dms rehabilitation	\$1.21
	0918-47-128*	CS	Various intersections in the city of Dallas	Installation of traffic signals	\$1.29
<b>ESTIMATED TOTAL</b>				<b>\$36.42</b>	

\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS\* (FROM MARCH 1 – 31, 2018)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE	
1	0816-04-044 <sup>▲</sup>	FM 455	US 75 NB frontage road to SH 5	Widen facility to 4-lane urban divided, ultimate 6-lane divided	\$12.40	03/05/2018
2	0134-09-034 <sup>▲▲</sup>	US 380	W of Bonnie Brae St. to US 377	Reconstruct and widen to 6 lane divided	\$15.09	03/20/2018
3	1159-02-032	FM 879	2.1 mi. west of Ike Rd. to 0.3 mi. west of FM 1722	Provide additional pave surface width	\$9.55	03/08/2018
4	0009-12-216	I-30	Dallas C/L to Hunt C/L	Installation of wireless its system	\$1.11	03/12/2018
<b>ESTIMATED TOTAL</b>				<b>\$38.15</b>		

\*March completed list has funding participation with three local governments requiring project closeout by ATP-Contracts:

<sup>▲</sup>The local governments are the City of Anna and Collin County. <sup>▲▲</sup>The local government is the City of Denton.

SH: STATE HWY. | FM: FARM TO MARKET | CR: COUNTY RD. | CS: CITY ST. | SL: STATE LOOP | SP: SPUR | BUS: BUSINESS | VA: VARIOUS | ■ LET | ■ PROJECTED | ■ COMPLETED

# 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.

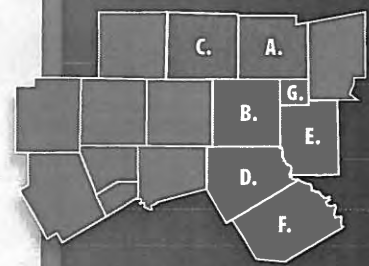
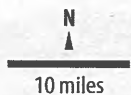


(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

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

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,681,210  
LANE MILES | 10,493,628

**A. | COLLIN COUNTY**  
VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 932,530  
LANE MILES: 1,373,829

**B. | DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,502,270  
LANE MILES: 3,366,158

**C. | DENTON COUNTY**  
VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 814,560  
LANE MILES: 1,488,733

**D. | ELLIS COUNTY**  
VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 173,410  
LANE MILES: 1,523,910

**E. | KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 109,180  
\*POPULATION ESTIMATE: 116,140  
LANE MILES: 1,201,810

**F. | NAVARRO COUNTY**  
VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 49,170  
LANE MILES: 1,192,820

**G. | ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 93,130  
LANE MILES: 346,368

# Clear Lanes Project Breaks Ground

Continued from **Cover Story**

local and regional transportation officials come to fruition. Because of their efforts, Southern Gateway was ready to go as soon as funding became available," said State Senator Royce West. "It is noteworthy also that public input was key in the decision for Southern Gateway to be a non-tolled project. The expansion of the I-35E and US 67 corridor through southern Dallas County will bring much-needed relief to the more than 180,000 drivers who travel to and from Dallas each day from the south."

The Southern Gateway project is the second Texas Clear Lanes project in Dallas County to

start construction since the program began in 2015. The program includes projects designed to improve metropolitan mobility. The second Texas Clear Lanes project in Dallas County is the Lowest Stemmons Project.

The Lowest Stemmons Project is a 2.3-mile, \$79 million project funded from the Texas Clear Lanes initiative. It is designed to ease congestion on I-35E from Interstate I-30 to north of Oak Lawn Avenue. The project will leverage existing funding from the Texas Clear Lanes Initiative to provide interim operational improvements to the congested I-35E corridor. The project will tie in with the recently completed Horseshoe Project to the south.

This project and the Lowest Stemmons project through downtown Dallas are both desperately needed to ease congestion through our city," said Dallas Mayor Mike Rawlings. "Together, these projects will address some of the toughest congestion spots in the state."

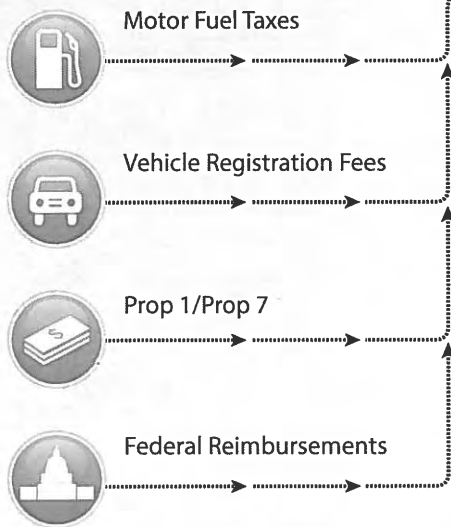
For more information about the Southern Gateway Project, or to sign up for notifications, please go to the project website at [www.TheSouthernGateway.org](http://www.TheSouthernGateway.org). ■



TxDOT image

**Left to Right:** Rob Franke, Regional Transportation Council Chairman and Cedar Hill Mayor; Mike Rawlings, Mayor City of Dallas; J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission and Royce West, Texas State Senator, District 23.

## 1. FUNDING SOURCES

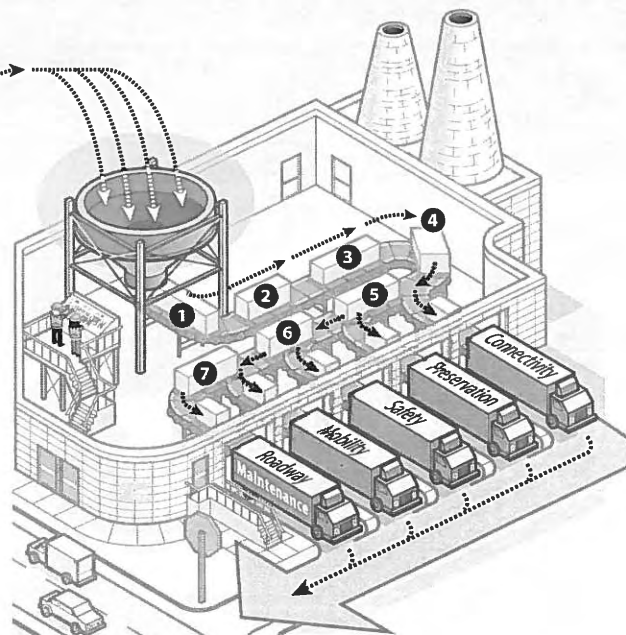


SOURCE: Texas Department of Transportation.

## 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

## 3. MOBILITY AND MAINTENANCE PROJECTS



TxDOT graphic



**CHRISTINA T. OF GRAPEVINE, TX:** "I met with a friend yesterday evening and she couldn't stop talking about the new section of SH 121. She said it has reduced her commute by at least 10 minutes, if not 15, because of the elimination of the usual traffic pile up. She commutes every day from Grapevine to Frisco. Just wanted you (John Freeman) to know that this has had an enormous positive impact on so many people!"

SOURCE: Texas Department of Transportation.

TxDOT graphic

## DALLAS DISTRICT | PROGRESS



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

### FOR MORE INFORMATION:

214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report+a+Pothole](http://www.txdot.gov/contact-us/form.html?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>

FORT WORTH DISTRICT **PARTNERS**



I-35W in North Fort Worth

**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**

**I-35W**

The next section of Interstate 35W TEXpress Lanes from I-820 to SH 183 (28th Street) opens to traffic on April 5. Construction is progressing on I-35W with the overall corridor over 90 percent complete. The project is scheduled for completion by late this year.

 [northtarrantexpress.com](http://northtarrantexpress.com)

**New Transportation Commissioner**

Gov. Greg Abbott has appointed Alvin New to the Texas Transportation Commission. Formerly mayor of San Angelo, Commissioner New's term will expire on Feb. 1, 2021, and he replaces Tryon Lewis, who resigned from the Commission in February.

**Safety Projects**

The Fort Worth District is adding shoulders to 56 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 and FM 167 in Hood County; FM 2738 and FM 3136 in Johnson County; FM 1220 in Tarrant County; and FM 2264 in Wise County for \$55 million.

**Texas Trash-Off**

On April 7, more than 50,000 volunteers will take part in the 32nd 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, 201 Adopt-a-Highway groups with 2,818 volunteers help keep our roadways free of litter.

 [dontmesswithtexas.org](http://dontmesswithtexas.org)

**Distracted Driving Awareness**

With nearly \$4 billion in construction projects in Tarrant County alone, work zones change daily and drivers must stay focused on the road ahead. 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 2017, distracted driving crashes killed 446 people in Texas, or one person every 20 hours. Coinciding with this campaign is National Work Zone Awareness Week, April 9-13. TxDOT urges drivers to follow posted speed limits when traveling through a work zone.

 [txdot.gov](http://txdot.gov) • distracted driving

April 2018

INSIDE:  UPDATE

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	SH 108	Huckabay to the Palo Pinto County Line Erath County	Add shoulders	\$9.9	\$5.9	-34.0
	Dairy Farm Rd	At Palo Pinto Creek, Palo Pinto County	Bridge replacement	\$0.8	\$0.8	-0.5
	Indian Trail	Bourland Rd to Woodborough Ln, Keller	Hike & bike trail	\$0.3	\$0.5	+45.6
	FM 1187	US 377 to FM 1902	Pavement overlay & repairs	\$2.4	\$2.1	-10.3
	FM 1938	Rumfield Rd to Birchwood Dr North Richland Hills	Pavement overlay & repairs	\$2.7	\$2.2	-16.5
	SH 360	Ave K to the Trinity River Bridge Grand Prairie	Concrete pavement repairs	\$2.0	\$1.3	-36.1

## PROJECTED PROJECTS

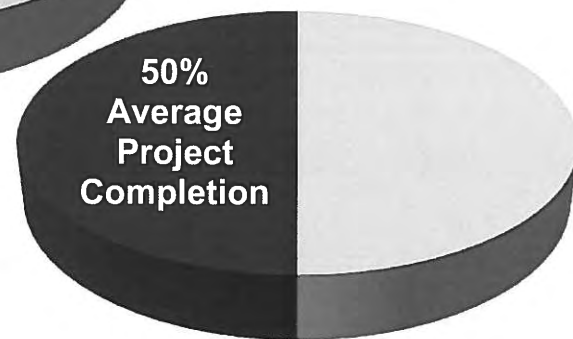
	Hwy	Limits	Type of Work	Estimate (millions)
APR	SH 199	FM 51 to the Wise County Line, Parker County	Pavement overlay & repairs	\$4.9
	US 180	Jack Borden Way to Lakeshore Dr, Hudson Oaks & Weatherford	Pavement overlay & repairs	\$4.8
	FM 2552	US 180 to I-20, Weatherford	Pavement overlay & repairs	\$1.9
	FM 51/SH 171	FM 1884 to Water St, Weatherford	Pavement overlay & repairs	\$0.9
	FM 156	Hurley St to Schoolhouse Rd, Haslet	Hike & bike trail	\$1.2



### \$841 M PROPOSED LETTING



### FY 2018 CONSTRUCTION\*



**TOTAL CONTRACTS \$3.8 B**

\*includes CDAs

**C**onstruction will begin this summer on the next big piece of the DFW Connector. The \$370 million project will rebuild and widen SH 121 north of the Dallas/Fort Worth International Airport to accommodate new interchanges for SH 121 at Interstate 635 and Farm to Market Road 2499.

This three-mile project will build on existing efforts to improve mobility by eliminating bottlenecks along this corridor. The Bass Pro Drive bridge will also be widened and reconstructed along with the frontage roads.

The new interchanges will provide widened auxiliary lanes which will improve safety by moving merging vehicles from out of the SH 121 mainlanes. The direct connectors at SH 121 and I-635 will be reconstructed to two lanes, increasing the capacity of that interchange. New direct connectors will also help eliminate the bottleneck at the FM 2499 interchange.

These improvements were originally included as part of the initial DFW Connector project but were deferred due to a lack of funding. In 2017, TxDOT secured congestion relief funding for this project as part of the Texas Clear Lanes initiative. The North Central Texas Council of Governments (NCTCOG) Regional Transportation Council had identified this as a priority transportation corridor.

This is a partnership between TxDOT, NCTCOG, the city of Grapevine, and NorthGate Constructors. TxDOT is committed to keeping the public informed through construction e-alerts, the project website, social media and dedicated outreach to businesses along the corridor.

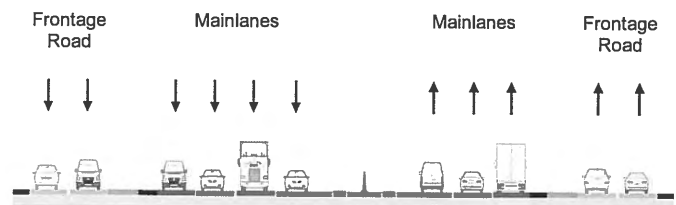
The project is estimated for substantial completion in 2022.

 [txdot.gov](http://txdot.gov) • [dfwconnector.com](http://dfwconnector.com)  
[texasclearlanes.com](http://texasclearlanes.com)

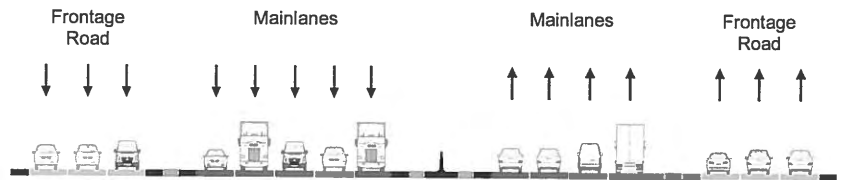


## SH 121 at Bass Pro Drive

Existing



Post Construction



# PARTNERS


April 2018



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



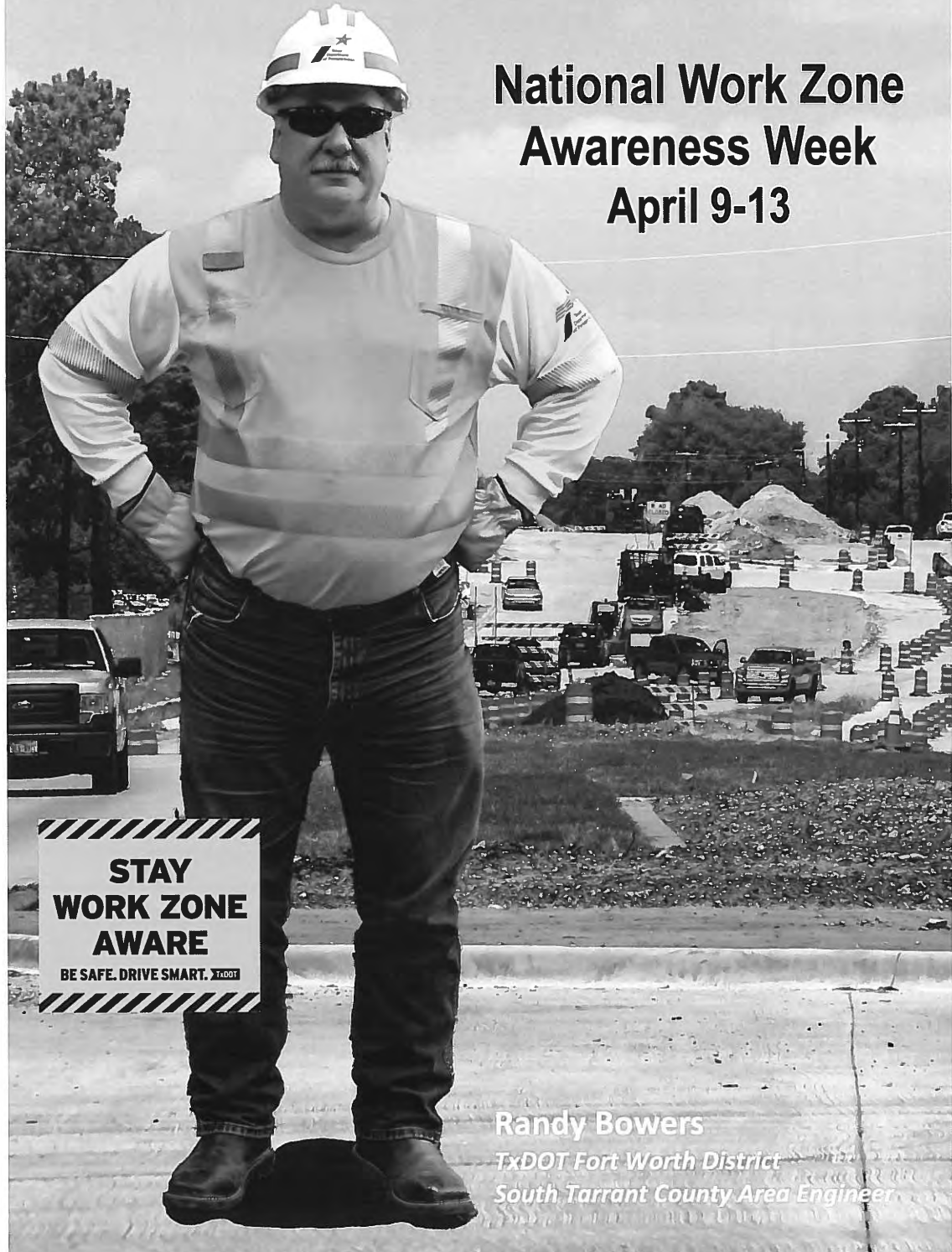
Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

 [txdot.gov](http://txdot.gov) • Fort Worth



# WORK ZONES PROTECT WORKERS. BUT DRIVERS KEEP THEM SAFE.

**National Work Zone  
Awareness Week  
April 9-13**



**Randy Bowers**  
*TxDOT Fort Worth District  
South Tarrant County Area Engineer*



# DFW CONNECTOR

## TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and SH 121 interchanges at I-635 and FM 2499.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in late summer 2018 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

### PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes (TCL) congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for TCL congestion relief funding.

### FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

### SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

### SH 121/360 INTERCHANGE PROGRESS

- The eastbound SH 114 exit ramp to SH 360 closed in March for approximately two months, allowing NorthGate to complete paving work near the end of the bridge.

- The eastbound SH 114 exit ramp to southbound SH 121 remains open. The entire eastbound SH 114 exit ramp to SH 121/360 will open in its permanent configuration this spring.
- The new southbound SH 121 exit ramp to SH 360 and the new northbound SH 121 exit ramp to William D. Tate Avenue opens this spring.
- NorthGate continues to work on permanent barrier and guardrail, in addition to final touches, along the alignment in order to complete construction later this year.

### FM 2499 PROJECT FACTS

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 M (FUNDED ENTIRELY BY TxDOT)**

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

#### CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

### SH 121/360 PROJECT FACTS

**LENGTH:** 1.6 miles

**SCOPE:** New direct connectors for SH 114, SH 121 and SH 360

**COST: \$61 MILLION**

#### CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: April/May 2018, several months ahead of schedule.

#### TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 114/121 north of SH 360: 168,000
- SH 360 south of SH 114/121: 75,000

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

#### TEXPRESS LANES

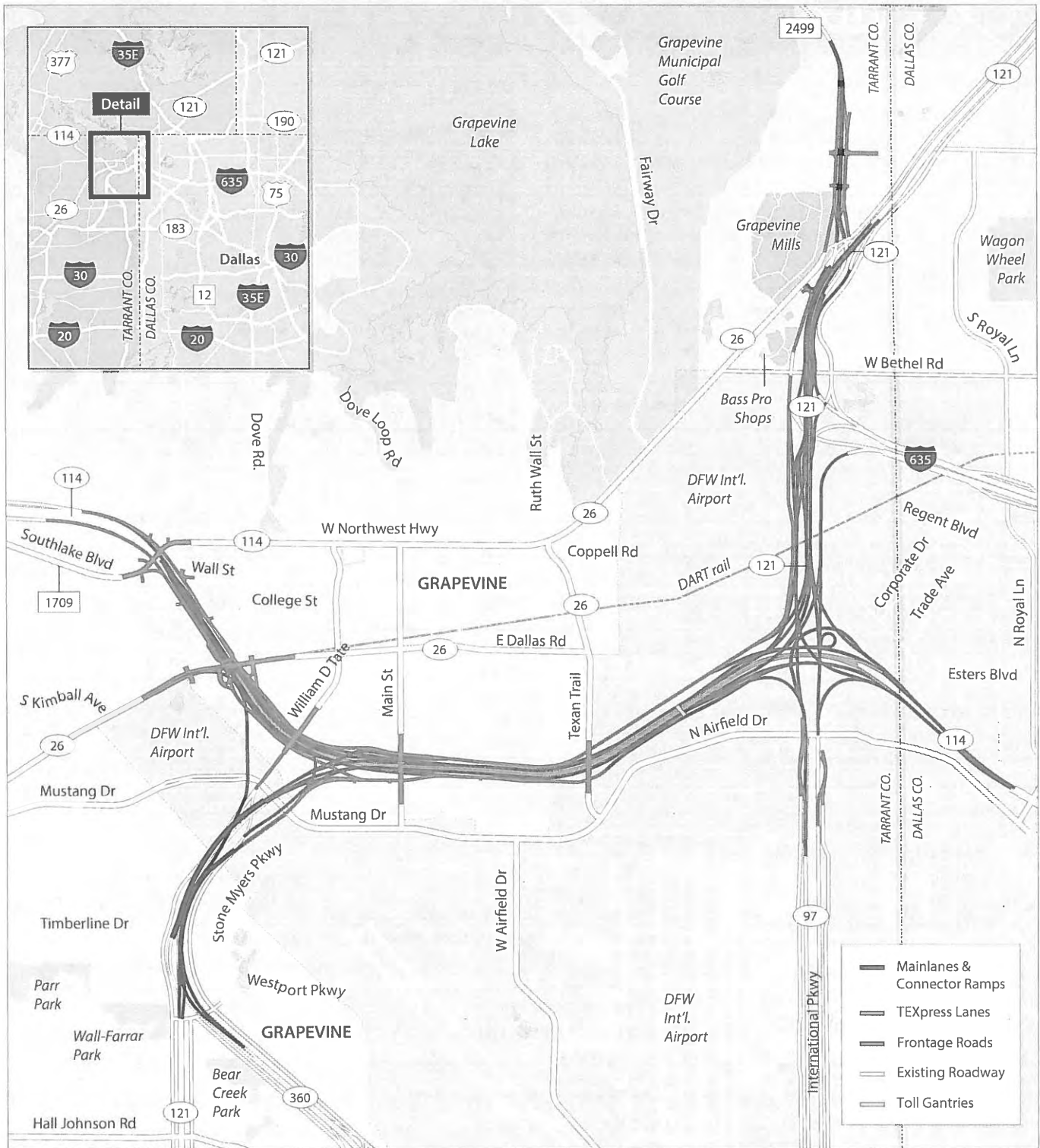
- Four miles, two in each dir. on SH 114

**COST: \$1 B (FUNDED BY TxDOT)**

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

#### CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



Texas Department of Transportation  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6846



Project website:  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.texasclearlanes.com](http://www.texasclearlanes.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4312

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 817-370-6737

# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W Near Downtown Fort Worth

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- 93% complete
- Over 6.9 million man hours worked
- Placing final layer of asphalt on the northern section of the project
- Reopened the I-35W southbound exit ramp to Spur 280
- Four miles of TEXpress Lanes from SH 183 (28th Street) to I-820 opened to traffic in April
- In the upcoming months:
  - Restore access to Meacham Boulevard from I-820

#### THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

**THE 3C PORTION: (US 81/287 to Eagle Parkway)** TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

#### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

#### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

#### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

#### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - Late 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

**SEG\* Roadway and Limits**

<b>3C</b>	<b>3C – I-35W from US 81/287 to Eagle Parkway</b>
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2 - 3

**Interim Configuration\*\***

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3B</b>	<b>I-35W from north of I-820 to US 81/287</b>
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

**Interim Configuration**

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3A</b>	<b>I-35W from north of I-30 to north of I-820</b>
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

**Interim Configuration**

Mainlanes (Each dir.)	2 - 3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3A II</b>	<b>SH 121 Interchange ^^^^</b>
--------------	--------------------------------

TxDOT graphic

\* Segments identified by number do not denote priority or sequence. \*\*All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

**PROJECT CONTACTS**



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Fort Worth, TX 76133  
(817) 370-6846



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**Jodi Hodges**  
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Public Information Supervisor  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6737



*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*

### OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

**March 2018:** New direct connect bridges between SH 183 and Loop 12

### PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

- **SH 114**
  - Major construction is complete on SH 114.
  - TEXpress Lanes west of Rochelle Blvd./Riverside Dr. opened on November 4, 2017.
  - TEXpress Lanes are four miles eastbound (President George Bush Turnpike/SH 161 to Rochelle Blvd./Riverside Dr.) and eight miles westbound (from Rochelle Blvd./Riverside Dr. to SH 121).
  - The lanes operate 24 hours a day, seven days a week.

#### • SH 183 – Recent milestones include:

- The project is 80% complete with substantial completion anticipated this fall.
- In 2017, the team relocated 59,000 linear feet of utilities; set 1,085 bridge beams and moved more than 937,000 cubic yards of dirt.
- In early 2018, westbound SH 183 mainlane traffic from Mockingbird Ln. to Carl Rd. was moved onto new pavement and bridges

#### • SH 183: Current Construction

- In spring, MacArthur Blvd. will be completed (weather permitting), followed by other intersections throughout the summer.

#### • Loop 12

- Work continues on the new direct connect bridges between Loop 12 and SH 183. TEXpress Lane wishbone ramps (bridges) are nearing completion.

### MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

#### • Length

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

#### • Cost

- \$847.6 million (Design and Construction)

#### • Funding

- Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

#### • Right Of Way

- Acquisition is 99% complete

#### • Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TEXpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

### ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

#### • Cost

- \$2.5 billion (funding not identified)

#### • Project

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange (roadways around the former stadium site) completion

### SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): Fall 2018
- Ultimate construction to begin when funds become available.



NOTE: Not to scale.

TxDOT graphic

**SH 183:  
(BETWEEN SH 121 AND I-35E)**

**SH 114: (BETWEEN INT'L. PARKWAY  
AND ROCHELLE BOULEVARD)**

**LOOP 12:  
(BETWEEN SH 183 AND I-35E)**

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1 - 2	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

\* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
4777 East Highway 80 • Mesquite, TX 75150  
214-320-6100



**Project Website:**  
[www.drivemidtown.com](http://www.drivemidtown.com)

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# SH 360 SOUTH

## TxDOT PROJECT TRACKER



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

### OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



March 2018 - Holland Road and Broad Street bridges over future SH 360

### PROJECT HISTORY

- 1994 – First frontage road project south of I-20 (I-20 to New York Avenue)
- 1997 – Frontage road project (New York Avenue to East Broad Street)
- 2003 – Frontage road project (East Broad Street to US 287)
- 2006 – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- Dec. 5, 2013 – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- Jan. 16, 2014 – Environmental clearance received
- Feb. 19, 2014 – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- Feb. 27, 2014 – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- Mar. 11, 2014 – TxDOT issued an RFQ
- Sept. 8, 2014 – TxDOT released the final Request for Proposals (RFP)
- Feb. 26, 2015 – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- May 15, 2015 – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- Oct. 21, 2015 – Groundbreaking held

- Oct. 2, 2017 – TxDOT issued the Need to Proceed for the Comprehensive Maintenance Agreement with Lane-Abrams Joint Venture

### PROGRESS

#### BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened September 2017
- Sublett Road/Camp Wisdom Road: Opened February 2018
- Holland Road: Spring 2018
- US 287 over SH 360: Spring 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

### PROJECT FACTS

#### LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

#### COST

- Initial project cost: \$340 million with the partnerships

#### INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

### ULTIMATE PHASE

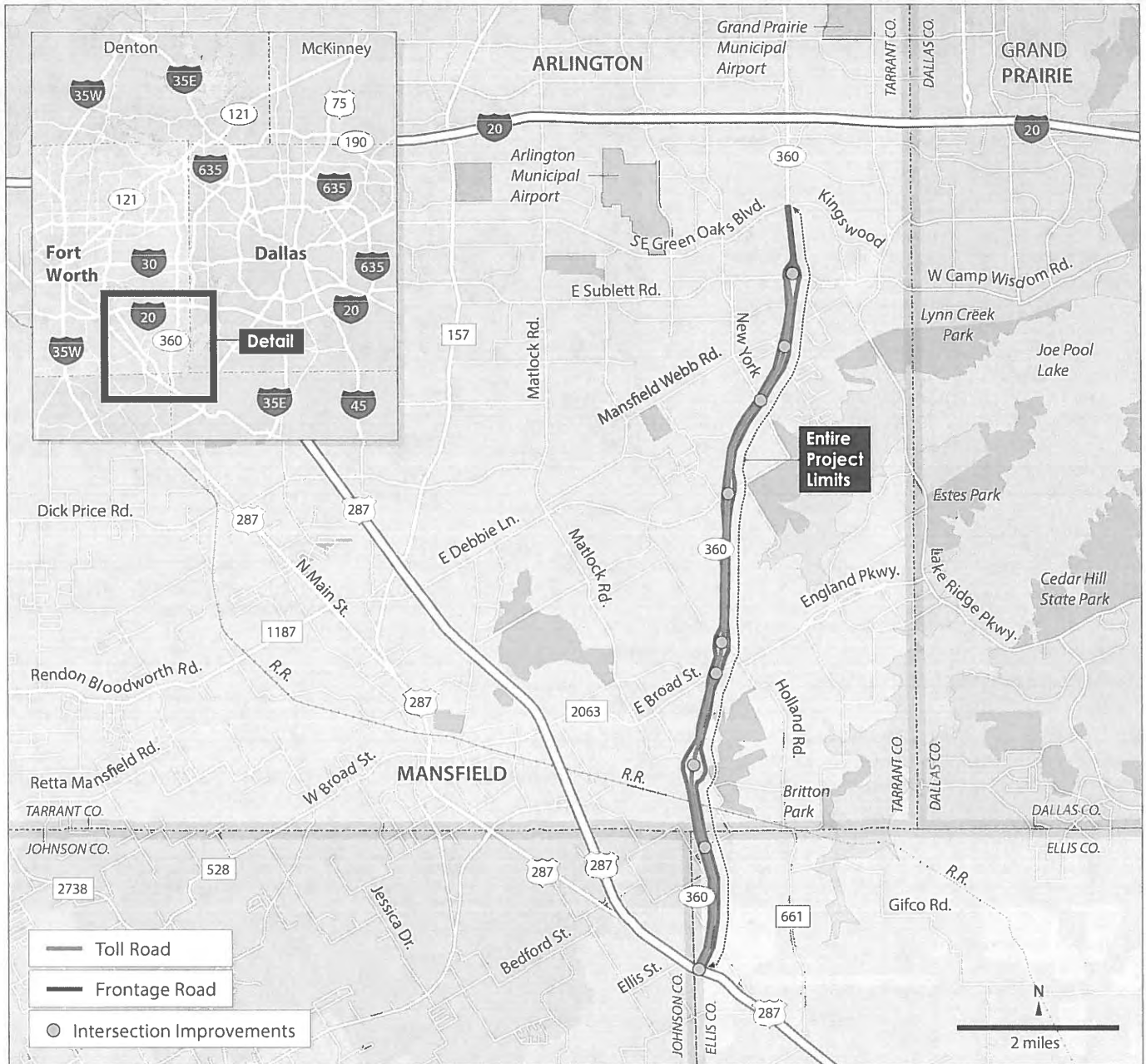
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound
- Funds for the ultimate phase have not been identified

### TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

### ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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# I-30/SH 360 INTERCHANGE PROJECT TXDOT PROJECT TRACKER

www.keep30360moving.org/

*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*



## OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/ State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

## PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the reevaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

## PROJECT FACTS

### LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

### PROGRESS

- Work continues on the SH 360 southbound frontage road between Avenue K and Road to Six Flags Street.

- Completed SH 360 southbound frontage road bridge over Johnson Creek. Continuing to work on bridge approaches.
- Continued installing bridge beams for SH 360 southbound to I-30 westbound direct connector ramps and completed placing bridge decks.
- Continued constructing new direct connector ramps for (1) I-30 eastbound to SH 360 north and southbound (2) SH 360 southbound to I-30 east and westbound, and (3) I-30 westbound to SH 360 southbound.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.  
Continue installing city of Arlington water lines.
- Completed work on Six Flags Drive bridge substructure.

### Cost

- \$233 million

### FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

### 2016 TRAFFIC COUNTS (project area)

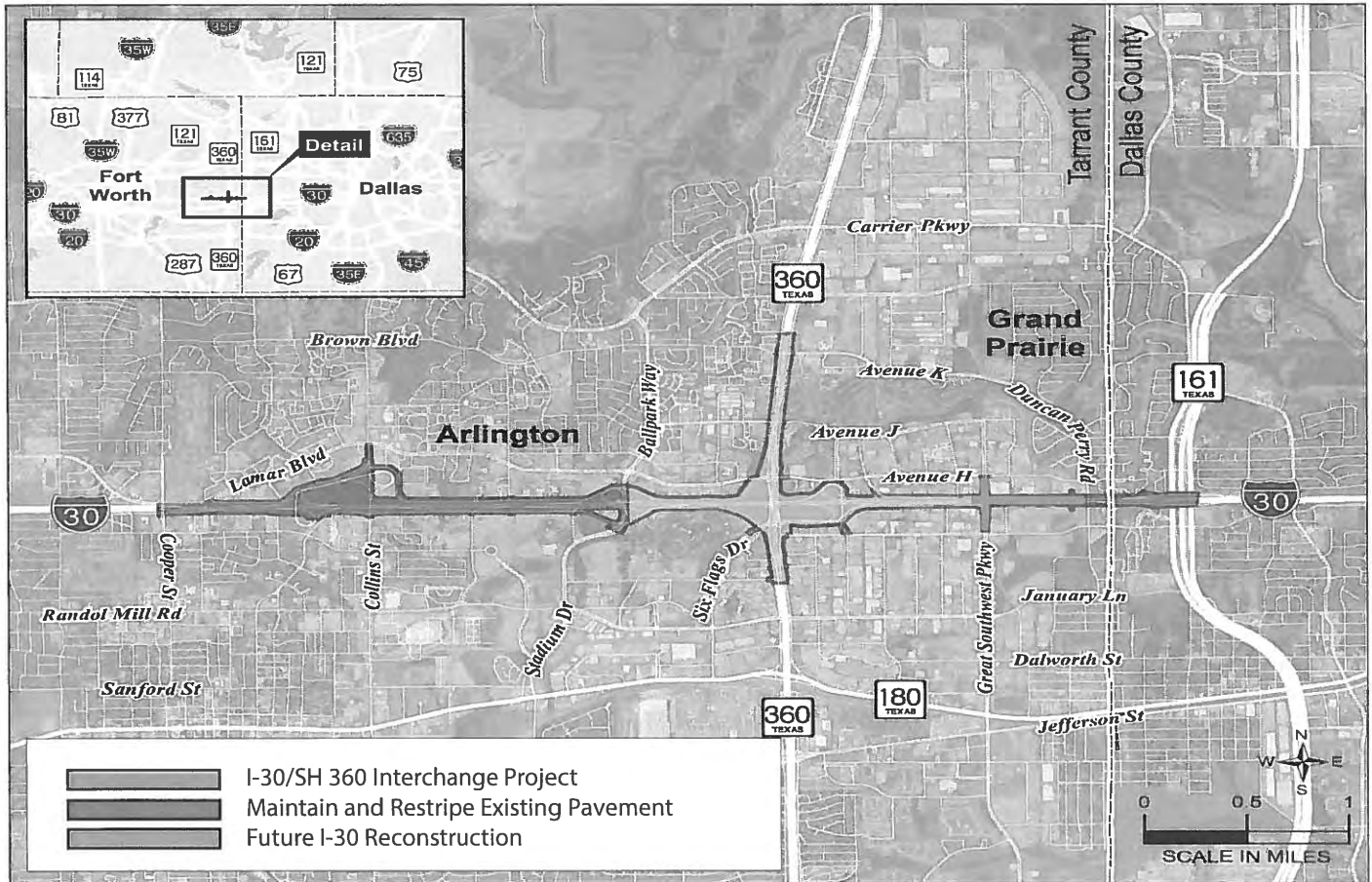
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

### ANTICIPATED COMPLETION

- 2020

### 2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



**Texas Department of Transportation**  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6630  
[www.keep30360moving.org/](http://www.keep30360moving.org/)



**Jodi Hodges**  
 Public Information Supervisor  
 TxDOT Fort Worth  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370 - 6737

# SOUTHERN GATEWAY

## TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

**OVERVIEW:** The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

**Goals:** Improve safety by rebuilding the

highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled express lane in the center median.



TxDOT photo

**Officials broke ground** on the \$666 million, 1.1-mile Southern Gateway project in southern Dallas County on February 28, 2018 near downtown Dallas.

**Photo left to right:** TxDOT Chief Engineer Bill Hale; TxDOT Deputy Executive Director Marc Williams; Dallas County Judge Clay Jenkins; State Representative Rafael Anchia; DART Board Member Amanda Moreno; Texas Transportation Commission Chairman J. Bruce Bugg, Jr.; State Senator Royce West; TxDOT Dallas District Engineer Kelly Selman; Regional Transportation Council Chairman, Mayor of Cedar Hill, Rob Franke; Vice President Fluor – Dan Stoppenhagen; President of the Regional Transportation Council, North Central Texas Council of Governments, Michael Morris.

### PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

### PROJECT PROGRESS

- **Design began** - Fall 2017
- **Construction began** - Winter 2018
- **HOV lanes** on I-35E south and US 67 closed on March 30, 2018 until 2021

### PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles
- **Estimated completion:** Late 2021

### PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

### ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79.0 M
<b>Total Design/Build Contract*</b>	<b>\$625.6 M</b>

ROW (state costs) | \$40.0 M

\*Subject to change.

TxDOT graphic

### ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
<b>Total Funding</b>	<b>\$666 M</b>

\* Congestion Relief Funding

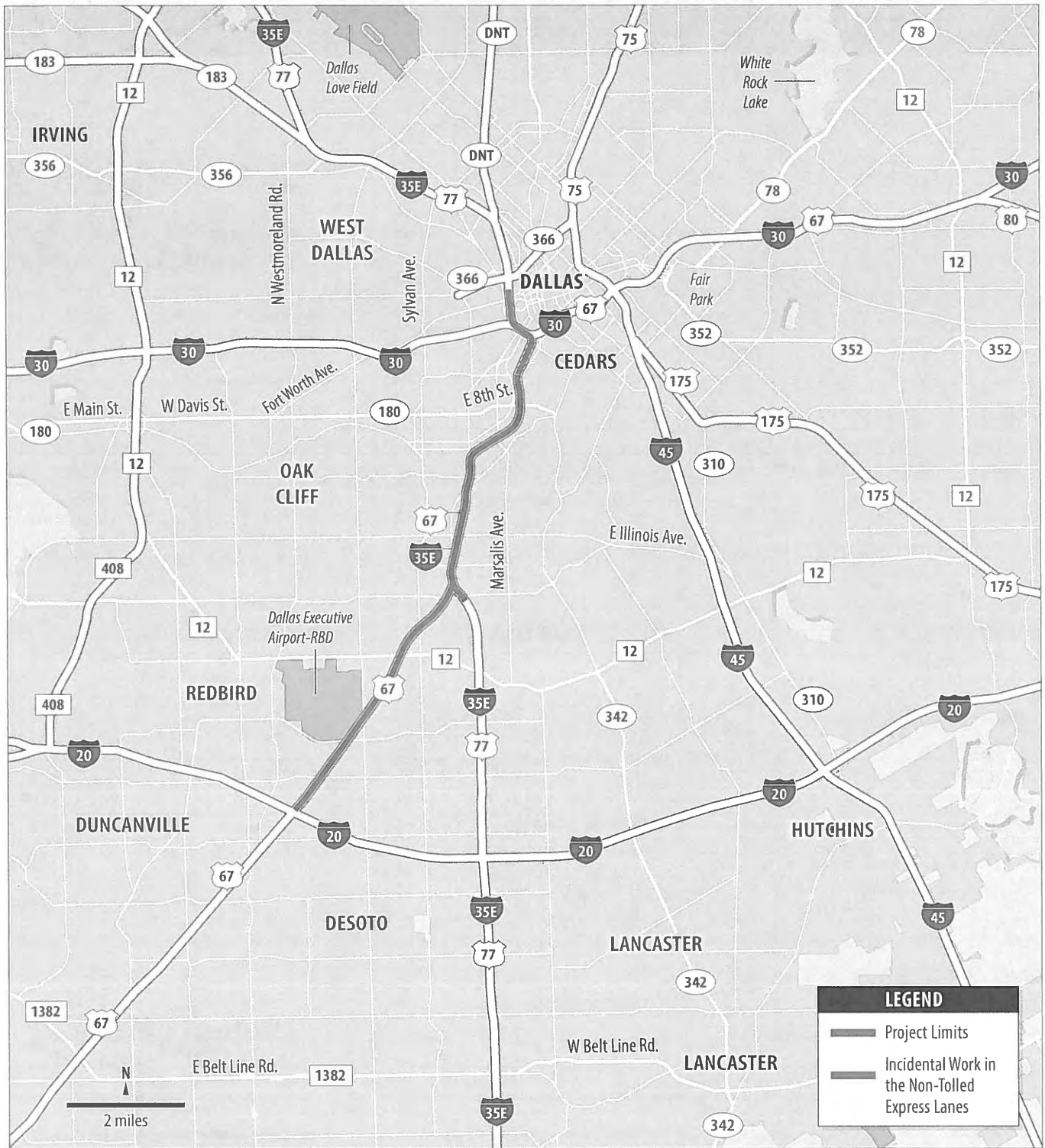
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: [www.TexasClearLanes.com](http://www.TexasClearLanes.com)



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 4777 East Highway 80 • Mesquite, TX 75150  
 214-320-6100



[www.TexasClearLanes.com](http://www.TexasClearLanes.com)



[www.TheSouthernGateway.org](http://www.TheSouthernGateway.org)

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