

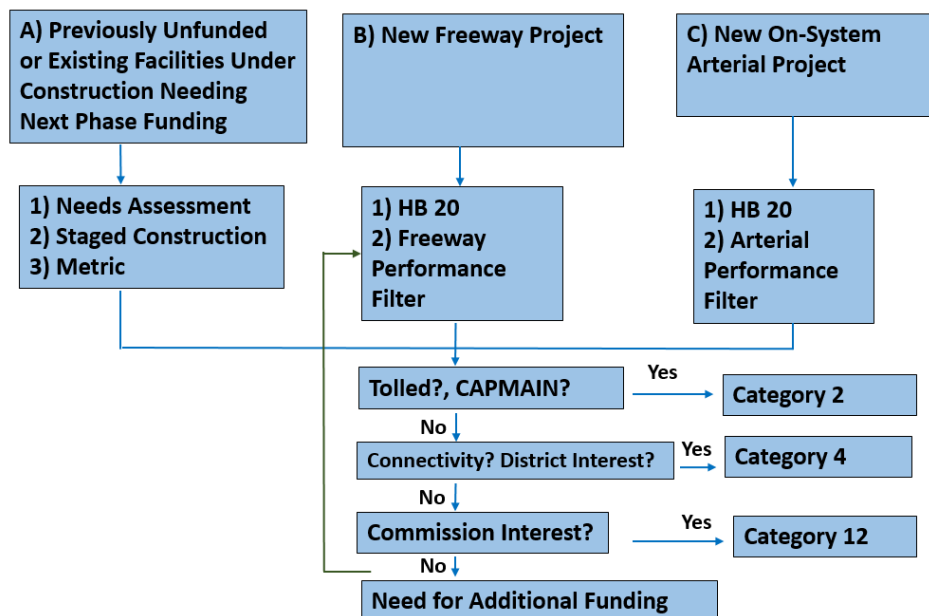
**Summary of 10 Year Plan Project Selection Process  
For the Dallas/Fort Worth Metropolitan Area**

In response to recent communication from the Texas Department of Transportation (TxDOT) regarding development of the 2017 Unified Transportation Program (UTP) and the 10 year plans required as part of House Bill 20, the Dallas, Fort Worth, and Paris (Hunt County) TxDOT Districts and the North Central Texas Council of Governments (NCTCOG) offer this summary of the joint Regional Transportation Council (RTC)/TxDOT District planning and programming process. In general, the Dallas-Fort Worth region endeavored to concentrate our funding (Category 2 and 4) on projects important to the region, but that (rightly so) may not gain the attention of the Texas Transportation Commission (TTC). To this end, our funds were placed on a variety of projects ranging from interstate highways to farm-to-market roads in rapidly urbanizing and congested areas. We are requesting TTC consideration to utilize Category 12 funds on major interstate, US, and State highway projects. Our plan was to leverage the “right” types of funds on the “right” types of projects. Therefore, as TxDOT Austin and the TTC review our proposed project listings, it can be noted that we propose leveraging our funds with the TTC’s funds on some projects, but on most projects, the proposed funding is either 100% regional or 100% TTC. The summary below provides a synopsis of the process used in the Dallas-Fort Worth region to develop the 10 year plan.

**Project Selection Process – “The Three Paths”**

Proposed projects were divided into three paths in order to prioritize project selection. Path “A” included previous Regional Transportation Council (RTC)/ TxDOT commitments, Path “B” included new freeway projects, and Path “C” included new on-system arterials. Below is a flow chart outlining the paths, which helped our policy officials determine the best route for each project.

**PROJECT PRIORITIZATION:  
PROCESS OF FILLING FUNDING BUCKETS**

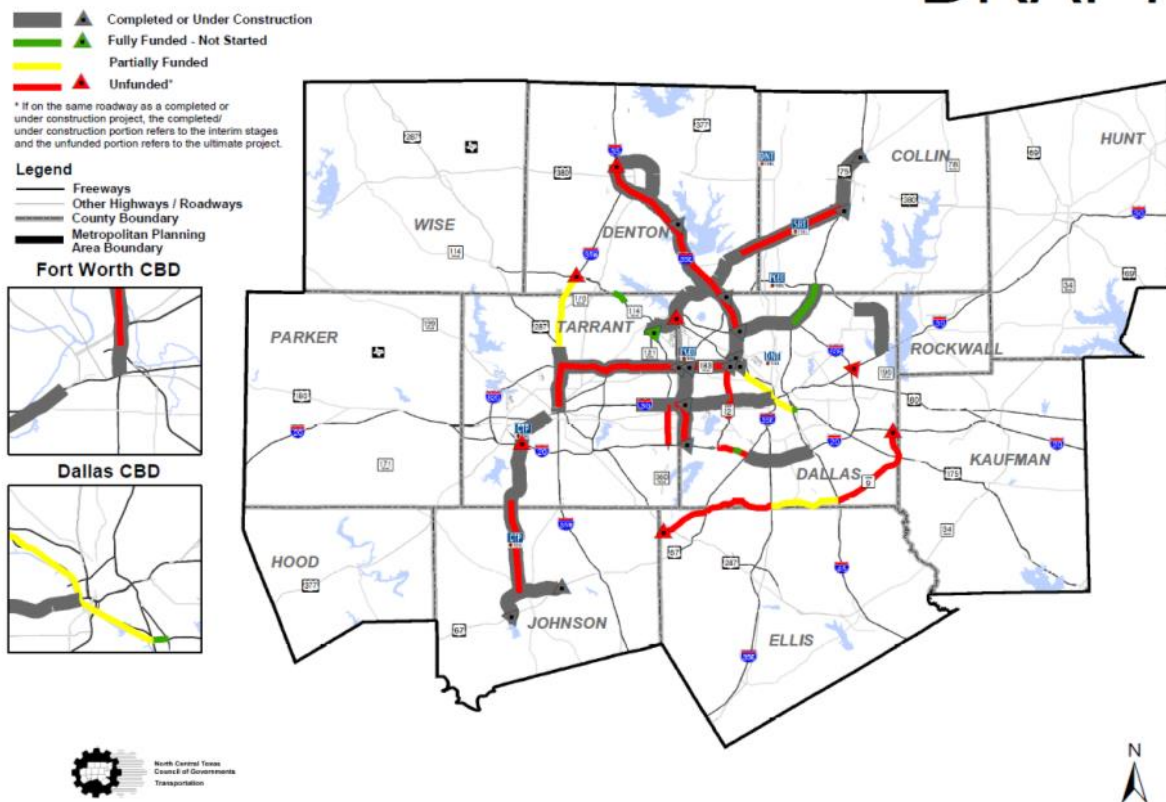


Path “A” included previous commitments that remained unfunded or projects on existing facilities that were already under construction and needed funding for the next phase. In coordination with TxDOT District staff, a needs assessment was conducted to gather the latest project status and cost information for each project.

Staff also reviewed the previous 10-year planning efforts within the region and updated the 10-year map to display the current status of the RTC's previously identified priorities. Below is the map used to convey project status from the previous efforts to the Surface Transportation Technical Committee (STTC), the RTC, and the public.

### RTC Priorities from 2004, 2008, 2010, and 2012 Current Status as of September 2016

# DRAFT



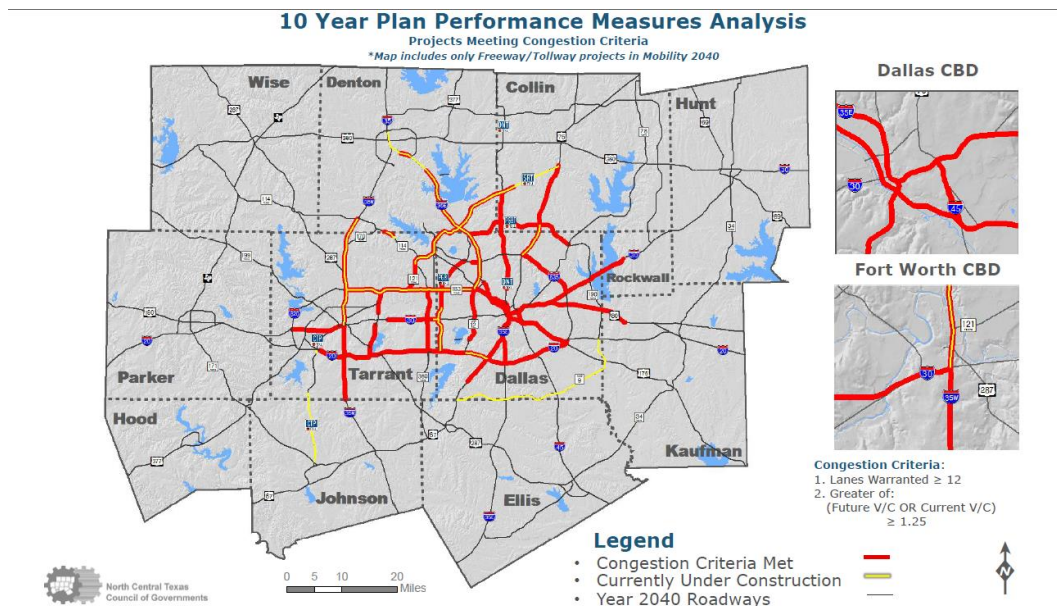
Path “B” projects are new project freeway projects, which were generated from the current metropolitan transportation plan (MTP) and vetted against performance measures to determine priority. The current MTP was approved in 2016 and the performance measures used to develop that plan were consistent with the criteria and goals set forth in House Bill 20 and MAP-21. Performance measures for the Path “B” projects focused on congestion, environmental justice, crash rates, truck percentages, etc. The congestion criteria considered included the number of lanes warranted, current volume to capacity (2017), and future volume to capacity (2040). Maps were developed to convey which projects met the criteria and are provided below.

## Goals and Criteria Used in the 10 Year Planning Process

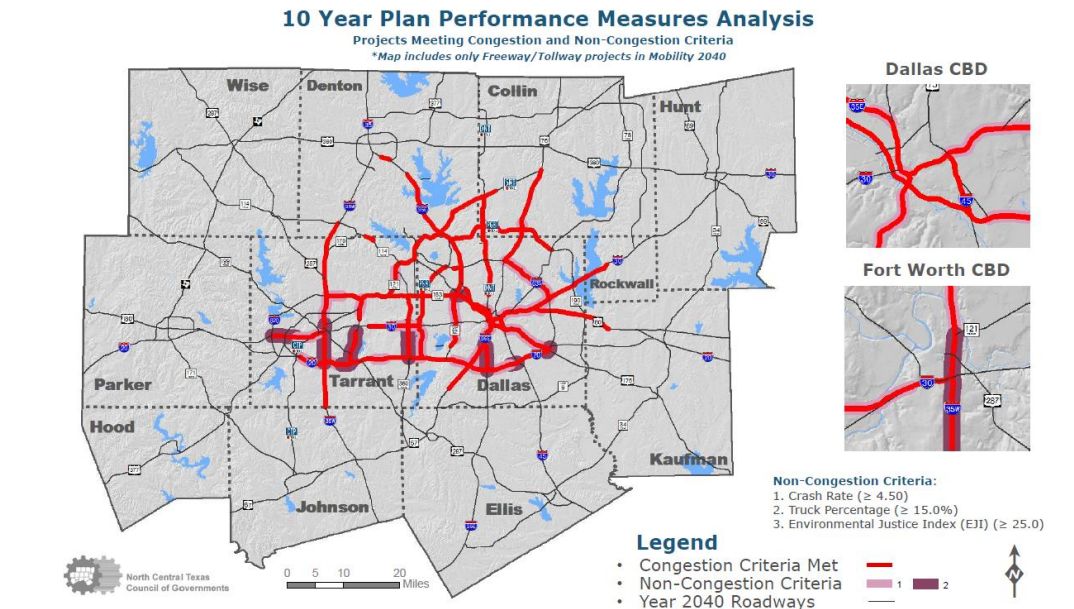
MAP-21 Goal	HB 20 Criteria*	Mobility 2040 Performance Measure Criteria
Congestion Reduction	Congestion	Traffic Volume/Roadway Capacity
System Reliability		Speed
Safety	Safety	Crash Rate
Infrastructure Condition		Pavement Conditions
Freight Movement and Economic Vitality	Economic development opportunities	Basic Employment
		Number of Trucks
Environmental Sustainability	Socioeconomic effects, including adverse health or environmental effects on minority or low-income neighborhoods	Environmental Justice Index
	Effects on the environment, including air quality	
Reduced Project Delivery Delay		Planning Status, Funding Availability, Constraints, and System Continuity

\*"Funding Availability" was also a criteria for HB 20. Financial constraint was done once the project needs were identified.

## Projects Meeting Congestion Criteria



## Projects Meeting Congestion and Non-Congestion Criteria



“Path C” included projects that do not rise to the level of a freeway facility, however they are on-system arterials that have high traffic volumes. These projects were selected because they meet the congestion criteria, as well as the non-congestion criteria identified in the maps above. Our region elected to concentrate our Category 2 and 4 funds on these projects as they are regional in nature and provide connectivity to the rest of the State. While they are important projects, we did not think the Texas Transportation Commission (TTC) would be as interested in arterial projects as they might be in freeway projects.

### Considerations & Outcomes

**Consideration:** In October 2015, the RTC approved the second installment of Proposition 1 projects through FY 2017. At that time, the RTC also identified proposed Proposition 1 projects in FY 2018 and FY 2019 with the idea that funding would be confirmed once the Proposition 1 funding levels were known. In 2016, the Proposition 1 funding forecast was made available and were lower than anticipated. This meant that projects funded in the out years and even some projects in FY 2017 could possibly be delayed due to anticipated funding shortfalls.

**Outcome:** Out year Proposition 1 projects were funded with Category 2 or 4 funds. As these projects were originally selected by the RTC in coordination with the TxDOT Districts, it was decided that Category 2 and 4 funds would uphold the RTC and Districts’ previous commitments. This action enabled Category 12 funding requests to focus on larger projects that provide mobility to the region and State.

**Consideration:** Category 12 funding allocation levels were released along with Category 2 and 4 allocations. Selection authority for Category 12 funding is held by the Texas Transportation Commission and projects selected with these funds must provide a strategic benefit to the State.

**Outcome:** Our region thought it best to concentrate RTC and TxDOT District funding on more regional and connectivity projects. Therefore, Category 2 and 4 funds were placed on these facilities. Our 10 year plan list of projects requests Category 12 funds from the TTC for the largest, most significant projects in the region like LBJ East and other projects on Interstate, US, and State highways.