

MINUTES

**Regional Transportation Council
ONLINE PUBLIC INPUT OPPORTUNITY**

Proposed Modifications to the List of Funded Projects

Annual Listing of Obligated Projects

Online Public Input Opportunity Dates

Monday, March 9 – Tuesday, April 7, 2015 - The North Central Texas Council of Governments (NCTCOG) posted information at 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 Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on February 12, 2015. Staff posted information regarding:

1. Proposed Modifications to the List of Funded Projects
2. Annual Listing of Obligated 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, online at 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 817-608-2335 or emailing jstout@nctcog.org.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Natalie Genco, February 16, 2015

Dear Friends,

Those pushing rail are saying there is strong community support for this project. Anyone who fully understands it and is not corrupt, would not support it. TexRail is an enormous waste of our tax dollars, will not achieve the stated goal of relieving traffic congestion (per the government's own study)...even in 20 years! and is taking needed funds from roads. Less money for roadways = more toll roads. Ridership on our existing rail lines has been dropping steadily for the last 5 years even with the huge influx of people to our area! They want us to spend a billion dollars on something we won't use. Voters in Austin recently stopped rail expansion there with an overwhelming vote as they realized that people were not riding the existing rail lines. The effort to stop rail expansion was led by Democrat groups who saw that the rail project was a joke on taxpayers. We were promised when we passed Prop 1 recently that that money would not be used for rail or toll roads. The dirty little secret is that they can now move transportation funds that were earmarked for roads to rail and other wasteful projects. It was a bait and switch that needs to be stopped. Please help protect our community by making a call today. TexDot has opened a window for us to comment on TexRail. We have until Feb 23rd. Many thanks, Natalie

Ross Kecseg, February 16, 2015

Hello Friends:

Some self-ordained "conservatives" in North Texas are wasting taxpayer money on government-run passenger rail projects. I've written about this topic extensively on our online and print news publications. All of those articles can be found [HERE](http://www.empowertexans.com/?s=textrail&search-type=ts&submit=Search). (Link: <http://www.empowertexans.com/?s=textrail&search-type=ts&submit=Search>) It raises the question, if we can't stop state, county and local "conservatives" from taking federal grants created from the Obama stimulus package and obligating billions in local tax revenue to wasteful rail projects for the rest of eternity, how are we ever going to turn our country around from the big-government forces in both political parties? And yes, the project is supposed to receive \$96 million in state funds, yes state taxpayer money, from the often-abused Texas Mobility Fund. Does your state legislator even know that? The county and local officials most responsible for these projects are those that serve on the nebulous Regional Transportation Council. I would wager most folks didn't even know that governing body exists. But they are very powerful. For a list of their names, titles and contact information, see the attached Excel Spreadsheet for all RTC members. Most of them want MORE money to be spent on rail instead of roads. They brag about it at their meetings, and they want MORE state money for rail...it's in their 84th legislative agenda. In fact, they are diverting toll revenue from Hwy 121 to rail and other waste as we speak. It's a disgusting abuse of taxpayer funds, much of which could be spent on roadway expansion...but it won't end unless more citizens get engaged at the state and local level. Please see the below email from Natalie Genco. Regards, Ross

Brady Whatley, February 17, 2015

Ron,

Please see the (below) facts about TexRail. This boondoggle to the Texas Taxpayer needs to be stopped. This is absolutely ridiculous, it is the Texas taxpayer that is getting "railroaded"! I agree totally with Ross Kesceg's analysis (below). I'm tired of seeing the empty passenger trains in Denton County and I don't want to see more of them elsewhere in the metroplex, including Tarrant County. Every day I take the Highland Village, TX I-35 exit and look at that ridiculous empty DCTA train parking lot and wait at cross arms often for those ridiculous empty trains to go by. I resent that ten percent of the tolls that I and all the other commuters pay to drive on Hwy 121 go toward this frivolous waste. We need more roads, NOT RAIL Please see these (attached) pertinent facts.

Rail Facts

-More Rail=More Toll Roads as our roadway funds are diverted.

-In 2013, the T generated revenue of only \$8 million from all modes of transportation and had a shortfall of \$67 million. A whopping **\$83 million was subsidized by taxpayers**. The T already has an unbelievable amount of waste and inefficiency. Tex Rail will be an even more massive taxpayer black hole.

-Ridership on the T has decreased every year since 2009 during a time of explosive population growth. **Ridership is currently below 2002 levels.**

-The proposed **TEX Rail project is not going to reduce pollution or traffic problems** for North Texas--the T's own study shows this! It will add pollution and congestion from autos/trucks due to the traffic issues for the many road crossings in NE Tarrant County.

-Many commuter rail systems around the country use electric trains (cleaner and faster), but the **Tex Rail will be diesel**. Slower diesel trains mean more pollution and traffic congestion at road crossings. Diesel also means freight can run on the Tex Rail line. Freight trains can take up to 10 minutes to cross roadways! Only empty freight cars can run on this line now.

-A much less expensive and less invasive way of connecting Ft Worth to DFW by rail is to add just 6 miles of track to connect the existing TRE line through DFW's south entrance instead of the proposed 37 miles of new track through the DFW north entrance.

-TexRail makes no sense financially. There is no good way to get from Ft. Worth to North Dallas, Plano or other business areas. Once you get to a station, you still have to find other methods of transportation to get to your destinations.

-The Preliminary Environmental Study doesn't give an estimate of ridership that comes close to justifying a rail line. Even bus lines would be far cheaper, more efficient and more flexible.

-This is a boondoggle like Obama's Solyndra and like the rail line from Las Vegas to the far outskirts of Los Angeles. It is not justifiable.

-Anti-Car policies make driving experience more miserable, make cities less vital, exacerbate the ill effects of congestion, reduce mobility and lower the standard and quality of living.

This issue is already addressed in our state Republican Party platform.

"Transportation and Fuel Taxes- We call for all transportation and fuel taxes collected to be used for road construction, improvement, and maintenance only. We resolve that tax revenue derived from gasoline taxes and all other taxes/fees on our vehicles (including vehicle sales tax) should only be used for highway construction, and not be diverted to any other use, including mass transit, rail, and bicycle paths."

Myths about Highway Congestion - (from the book "The Road More Traveled")

Myths about Highway Congestion - (from the book "The Road More Traveled")

Myth: Americans are addicted to driving. Not Addicted, just smart. The car is a better tool than public transportation. Office workers avoid typewriters for computers. Reasons: to accomplish tasks faster and more efficiently.

Related Myth A: Europeans ride the rails. Nope. America = 88% of travel is by car, Europe 78% and driving is increasing twice as fast as America... with Gas over \$5/gallon there and rail transit well established.

Related Myth B: Key factors in choosing to drive are population density, transit availability, gas taxes. Wrong! Key factor is Wealth. Wealthier people around the world choose the convenience, comfort, efficiency, flexibility, freedom, privacy, safety and the advanced technology and advantages of driving themselves. **Anti-Car policies merely make driving experience more miserable, make cities less vital, exacerbate all the ill effects of congestion, reduce mobility and lower the standard and quality of living.**

Transit ridership has dropped wherever wealth has increased. From 1980-95, ridership fell 14% in London, 24% in Paris, 19% in Stockholm, 60% in Frankfurt. The reason people use

Myth: We are paving over America! (A Whopper! 95% of the U.S. open space) There are as many trees in America now as there was 100 years ago. We plant more trees than we cut by a wide margin.

Myth: We cannot build our way out of congestion. False. Of the ten largest urban areas, L.A. has the least amount of pavement per person. Dallas has twice as much pavement per person and half the congestion. **Portland** built transit, Phoenix built roads. Portland has four times as much congestion as Phoenix. Phoenix has had a much larger population growth.

Related Myth: A new road - if you build it, they will come... So don't build it. TRUE, but poor reasoning. Triple convergence happens when a road is built. People change their commuting behavior. 1-time of travel, 2-route, 3-mode. Cities that build ahead of usage control congestion, while those that ignore congestion increase congestion.

An empty bus or empty train car is evidence of the lack of usage - same for a highway. Unlike transit, nearly all highways are used day in, day out, year after year. The congestion in rush hour illustrates the need for more capacity, more roads

Myth: We cannot deal with Global Warming unless we stop driving. False. If you build more highways and have less congestion, you will have less pollution as cars burn less fuel when they are free flowing and not in stop and start congested conditions.

Ross Kecseg, February 17, 2015

Brady:
 Thanks for copying me. The "rail facts" you included were not ones that I put together, but rather compiled by a Tarrant County resident affected by TexRail's proposed route. I've written several article on the matter, including the below. Just wanted to clarify, thank you.

vitality". It's truly insulting considering the alleged "transportation funding crisis" we are in. And wasn't "going green" was all the rage? Regards,

Philip Goss, February 19, 2015

As a resident of Dallas, I'd like to see the \$300m+ allotted to the "Dallas District" go toward the removal of I-345 and the maintenance of (not expansion) of our existing highways, such as Central Expressway. I-345 is a 40+ year old elevated highway that is preventing tremendous growth and is largely responsible for a majority of traffic that neither originates nor ends up in our City. I'd like to see I-345 replaced with boulevards that would only be used by residents. This would allow us to reconnect downtown with Deep Ellum. Thank you for involving the public and asking for our participation. I look forward to learning more about NCTCOG's next steps and how residents can become engaged during that process.

Cindy Schipper, February 21, 2015

Where exactly is the Northwest Gateway proposed to run in Lavon? In relationship to Grand Heritage subdivision? Thank you.

Randall Shiflet, March 11, 2015

I have served over 40 years in municipal government. During this period, I've observed the increasing traffic growth in the region. While there will never be enough funding for roadways, there can be sufficient funds for improved traffic flow with traffic signal synchronization on major collectors and improved signal detection devices at minor collectors. I'd really like to see more funding targeted to this end, thereby enhancing traffic flow on the roadways of our NCTCOG regional cities. I'm aware some funds have been allocated for these projects but believe more should be allocated.

Ben Lima, March 11, 2015

No money whatsoever should be spent to build a toll road in the Trinity River.

Tom Blackwood, March 11, 2015

Not one dime for the Dallas Trinity Toll road

Sue Hernandez, March 11, 2015

Questions Re: State Hwy 78 construction 1. What is going on with the construction on state hwy 78? This project was originally scheduled to be completed soon and most days, weather notwithstanding, there is absolutely nothing being done on the stretch between Wylie's Kreymer Rd. and FM 6. There are multiple companies working on different segments, and the portion between the bridge over the Trinity between Lakes Lavon and Ray Hubbard, and Hwy 205 has not had any work done to it. The section between Kreymer Rd and 205 is so dangerous, there have been numerous accidents since this construction began. My husband was hit by a hit-and-run driver who passed him on the bridge with oncoming traffic, and he was very fortunate to not be injured, however there have been several fatalities along that stretch. 2. This project was originally to have been 6 lanes, however the westbound bridge and roadway that has been poured to date appears to be only 2 lanes. Yet the overpass in Lavon is 3 lanes each way. The temporary roadway currently being used between Kreymer Rd and the bridge over the Trinity is

so narrow and has deteriorated so badly, it's very dangerous and becoming more so each day. What are the plans for drivers to use the new westbound lanes during construction on the eastbound lanes? Two lanes that are being constructed will not allow for 2-way traffic as it appears now. 3. Intersection at Hwy 78 and FM 6 - What is the plan for that intersection going forward? The westbound lane of FM 6 has not seen any construction in quite awhile. 4. Why is the right-hand turn lane blocked on northbound Hwy 78? It impedes the flow of traffic as a large percentage of traffic needs to turn right at the intersection. None of the other right-hand turn lanes are blocked. Thanks for your response, Sue

John Stout, March 11, 2015

THE ROADS IN AND AROUND DALLAS AND COLLIN COUNTIES ARE IN TERRIBLE CONDITION. DURING THE EISENHOWER ADMINISTRATION, THE INTERSTATE SYSTEM WAS COMPLETED FASTER THAN SMALL STRETCHES OF ROAD ARE REPAIRED. I RESIGNED MY GOVERNMENT FUNDED JOB BACK IN 1991 BECAUSE OF THE REQUIREMENT OF ENVIRONMENTAL IMPACT STUDIES WHICH WERE REDUCING PROJECTS TO A STAND STILL. TODAY, MILLIONS ARE WASTED ON FANCY ROAD SIDE FACADES AND LANDSCAPING, IN ADDITION TO ENVIRONMENTAL IMPACT STUDIES.. I HAVE A MASTERS DEGREE IN PUBLIC ADMINISTRATION, WHICH MEANS NOTHING. DURING MY TENURE AS A GOVERNMENT EMPLOYEE, I WITNESSED THE TAX DOLLAR WASTE ON CONSULTANTS

Ken Weaver, March 12, 2015

Questions: 1. How can 44 "Administrators" that are NOT ELECTED by WE, the PEOPLE, be held accountable for "poor" decisions regarding TRANSPORTATION INITIATIVES for over 6 MILLION North Texans? 2. With LIMITED TRANSPORTATION DOLLARS, how can YOU JUSTIFY SPENDING ANY MONEY ON Bike Trails, Hiking Trails and "roads to no where"? 3. What are you doing with my "Gasoline Tax Dollars" (Fed and State)? 4. Toll Roads should be VOTED ON BY THE WE, THE PEOPLE (Public) and ONLY BE CONSTRUCTED if the question passes public concurrence. Survey inputs are NOT SUFFICIENT to validate your desires.

Bobby Tillman, March 12, 2015

It seems to me that we do NOT need any additional toll roads in Texas. I am told that funding is not available to build some necessary roads or to repair some that already exist but are in poor repair, using existing funding methods. I have been told that it costs from 3 to 5 times as much to complete a toll road as it does to complete a state highway. Assuming this to be accurate, it would follow that building toll roads is NOT a good financial decision. With the recent changes in laws regarding funding, it just seems like there should be a way to build our roads and to maintain them using these newly available resources without burdening the public with tolls. We, in my opinion, have already paid for roads in existence with our taxes. Also, roads that need to be built should only be built IF funds are available or if funding can be made available through bonds, loans, or other means that do NOT place an additional burden on the citizens of Texas. NO PRIVATE COMPANY should EVER be allowed to use eminent domain laws to take ANYONE's property under ANY circumstances. It is sometimes bad enough when the government does this, but for a private company to do so is beyond comprehension. This comment comes from last year's attempt for the Blacklands Corridor developer to do just that. This is outrageous and should have NEVER been available to these folks or to anyone else. One other point that seems totally out of line is to take revenue from road-related sources from one area of Texas and use those funds in other portions of our state. If those areas wanting

better roads and bridges, then those areas should be required to raise the funds.....not take funds from other areas. We are blessed in Texas to have, for the most part, excellent roads. Thanks need to go to the transportation agencies who handle all these projects. Although there are some significant problems, we are still a lot better off than many other states. We are so far above and beyond comparison to most of the rest of the world. Thank you for including my comments.

Thom Bouis, March 12, 2015

Please connect SH-205 in as straight a line as possible from Lavon to IH-75 in Plano or Allen. The Collin County plan to connect Spring Creek Pkwy from Plano to SH-205 is at best an enjoyable meandering route around Lake Lavon. Ideally connecting SH-205 to Stacy Road somewhat diagonally across Lake Lavon would be in best public interest. It would greatly enable local commerce for many cities from Terrell northward to The Colony and beyond. It would provide some degree of relief from IH-635 and IH-90. The major obstacle being necessity for a quite long bridge or multiple bridges. Best regards.

Steve Turner, March 12, 2015

In older days Denton Rd., then Harry Hines, were the roads used to drive to Denton. Then I 35 E was built and is now heavily over used to access Denton. In the meantime Denton Rd., in Dallas County, has been expanded to 6 lanes in many instances. I would like to propose that somehow some of the I35 be shifted to old Denton Rd. and that it be extended back across the lake. I'm sure that many of the people in the affected area would raise objection to this because of heavy truck traffic. I propose that this (new Corridor) be restricted car traffic only and not have any access to trucks. I think that this would be some kind of solution to the heavy traffic problem on I 35 E.

Jennifer Frank, March 20, 2015

We do NOT want the TexRail system. You keep shoving it down our throats and we keep telling you NO! There have been several studies that show (govt studies, at that!) that the TexRail expansion will NOT relieve traffic congestion now or several years from now. The money spent for this rail system will take away from our transportation funds, too. Can you say more toll roads? I'm sure you can since you people seem to LOVE toll roads! I DON'T love toll roads and I'm sick of having to subsidize other people's modes of transportation when it is not going to put a dent in traffic congestion. Let's get back to the subsidizing issue. Not only is it unconstitutional - as is the NCTCOG itself - but it is very unfair to the people on the other side of town that will also have to pay for this mess when they won't even be the ones to use it. May I remind all of you who think you are in charge that the public is the one in charge. And you might want to remember the fact that we JUST BUILT a new Chisholm Trail Toll Road that goes the exact same path as the TR expansion or have you already forgotten that? I haven't. I see it every day. I also see that traffic along Granbury Road and I-35 have NOT lessened because of the new toll way because people can't afford to drive on it - it's the most expensive tollroad in Texas. We are fighting you all the way on this. NO TEXRAIL!!!

Tracie Papadakis, March 20, 2015

Colleyville does NOT want the TexRail!!!! It makes no sense for our community and the demographics of the area.

Natalie Genco, March 22, 2015

TexRail is beyond BAD. We don't want it in Tarrant County. ROADS NOT RAIL!!! Rail is the past not the future.

James Felber, March 29, 2015

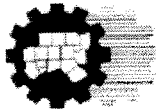
What does NCTCOG do about traffic and noise problems they create? For example when I moved into my home it was a local city street that NCTCOG made into a major regional transportation artery by interconnecting it without any input from those who live next to it and no regards to traffic and noise pollution.

Christopher Hubley, April 2, 2015

I would like to say that I support ending the diversion (misuse) of funds designated for transportation uses. I would like to see all funds dedicated to transportation used for free (non-toll) transportation options, focusing on improving road quality and capacity. Please expand I-30 in the Rockwall area, as well as the various Collin County arterials necessary for the growth of the county. I do not support an additional freeway or tollway facility in Collin County (including the Blacklands Corridor study area)-I believe capacity can be handled by expanding existing freeways and arterials, causing less human and environmental disruption. Please do not use transportation funds for rail projects or bicycle lanes, until all the necessary funding for maintaining the current roads and expanding capacity as necessary is available. Expanding capacity and reducing congestion should also occur BEFORE using funds for public transportation projects. I do not support the use of Public-Private Partnerships; roads are a responsibility of the government. I also do not support toll roads, especially private toll roads. I do not support the use of eminent domain to expand roads or build new roads, whether private, public, tolled or free. I am strongly against any form of tolled managed lanes, including the idea of a toll tunnel for the North Central Expressway. I support removing tolls from all public roads and converting them to free roads. I also strongly support removing tolls as soon as the road is paid off.

Grant Kinser, Monday, April 06, 2015

Don't tear down I-45 (345) overhead and 30, just because developers, PACs and their paid politicians ask... This plan would from D Magazine or (Dallas) Observer place hundreds of thousands of vehicles daily in Downtown Dallas traffic. Who then can afford the alternative planning as needed, construction and maintenance(!)?



RECEIVED

PUBLIC COMMENT SHEET

MAR 20 2015 3/18/15

TRANSPORTATION

Name Phyllis Silver

Organization _____

E-mail _____ Phone _____

Address _____

City Addison State Tx Zip Code 75001

TRANSPORTATION

Please provide written comments below:

Mod No.

2015-0277

This project deals with an area with a lot of traffic congestion - any assistance in getting traffic flowing faster would be very welcome.

2015-0289

It is nice to see increased funding going toward surface transportation projects & initiatives. High speed rail will be important for getting people to move efficiently, so I am pleased that this is included in the project.

2015-0296

I am concerned about the removal of the local match of funds for transit sustainability & transit operations regional coordination.

2015-0337

The Traveler Information System (ITS) is a useful tool for motorists in order for them to avoid traffic tie-ups as much as possible and keep them moving. I am pleased to see funding go toward this effort over a multi-year period.

Recommendation For Elevation of Priority of Project

At a COG meeting a few years ago, it was discussed that engineers develop methods to prevent wrong way driving on highways & exit/entrance ramps. So many innocent lives are lost each year to this type of accident. Therefore, I recommend that this be

To submit comments or questions by mail, fax, or e-mail, please send to:

North Central Texas Council of Governments, Transportation Department

P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028

E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

worked or immediately, even if it means starting by experimenting with only a few methods to deter wrong way drivers. one example might be spikes in the road if you travel the wrong way.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

@NCTCOGtrans (of all entities) has some V-Day tips: 5 walkable 'hoods in NTx
<http://bit.ly/1KMmOaW> – Brandon Formby (@brandonformby)



@RowlettTexas reconstruction builds for growth and sustainability <http://ow.ly/ITHGI> via
@csENGINEERmag @NCTCOGtrans @DallasCountyTx – Freese and Nichols
(@FreeseNichols)

@NCTCOGtrans Pls RT: Ride-share, bike-share, car-share – would alt mobility programs help
your area? Go to <http://www.travelsurveys.org> – Texas A&M Transportation Institute (@TTI)

Why do you take transit? Reply with #MyDFWCommute for a chance to win Try Parking It
branded items. (The T photo) pic.twitter.com/aQ1EveGDqe – NCTCOG Transportation
Department (@NCTCOGtrans)

@NCTCOGtrans because I like to read the paper on way to work, the freedom being
sans car, and the daily exercise this option gives me. – Kevin Roden (@KevinRoden)

#MyDFWCommute In Dallas: So I can get my business finished in time @NCTCOGtrans
In San Jose: so I can get to school – Michael Wang (@HT2theX2SG)

Factoid Friday! President Dwight Eisenhower is called “The Father of the Interstate System.”
Click here why: <http://go.usa.gov/3qPpd> – Federal Highway Administration (@USDOTFHWA)

You failed him, @USDOTFHWA now what will you do about it? pic.twitter.com/BeLBKt0bKC –
patrick kennedy (@WalkableDFW)

@WalkableDFW @USDOTFHWA wow. Between this and military industrial
complex was he not the most prescient president ever? Heed, @NCTCOGtrans
– Collin Cole (@CoollinCoole)

No is not answer. Flexibility and partnerships make local #transportation projects successful.
@TxDOT @gdickson @NCTCOGtrans – Judge Mark Riley (@judgeriley)

No car week - are you in? @AliceLouiMurray @MaryKSuhm @NCTCOGtrans @TxDOT
<https://www.aiadallas.org/v/blog-detail/No-Car-Week-Are-You-In-/ij/> ... #carlessDFW – AIA
Dallas (@aiadallas)

@aiadallas Thanks for the #carlessdfw challenge! We have bike/walk routes
<http://bit.ly/fu2ybw> & safety info <http://bit.ly/1Flazv8> – NCTCOG Transportation
Department (@NCTCOGtrans)

I'm in. No problem. @aiadallas @AliceLouiMurray @MaryKSuhm @NCTCOGtrans
@TxDOT – Dallas May (@1DalM)

@aiadallas @AliceLouiMurray @MaryKSuhm @NCTCOGtrans @TxDOT // props for
doing this. You'll find that #carfree is more well received – Curtis Rogers (@CurtRog)

Victor Vandergriff #transportation commissioner, praises region & Michael M 4 regional
partnerships at Tarrant trans summit. @NCTCOGtrans – Judge Mark Riley (@judgeriley)

Ban on texting while driving in full effect today for drivers in @cityofdentontx:
<http://bit.ly/1yNXIY7> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @cityofdentontx @VanTaylorTX Congrats to #Denton #Texas 4
implementing #CommonSense #HighwaySafety laws. #2999inTexas #Txlege –
FakeTxDOThwySafety (@FeauxTxDOT)

@NCTCOGtrans North Central #Texas Clean #SchoolBus Program 2015 - Now Open!
<http://www.nctcog.org/trans/air/programs/schoolbus/index.asp> ... #propane #fleet
#transportation #Dallas – CleanFUEL USA (@CleanFUELUSA)

This week's #inspiredinnovation: Partnering with Parker County <http://ow.ly/JgPbj>
<http://ow.ly/i/8H010> @judgeriley @TxDOT @NCTCOGtrans – Freese and Nichols
(@FreeseNichols)

Looking at you, @dartmedia. Also, @1500Marilla & @NCTCOGtrans.:
<http://www.vox.com/2015/2/18/8056039/houston-transit-reimagining...> (cc: @WalkableDFW) –
Dub (@DubCook)

Congrats to @NCTCOGtrans for receiving a \$25,000 @StateFarm Good Neighbor Citizenship
grant in support of auto and bicycle safety education! – Michael H. Grimes (@SF_MHGrimes)

@dartmedia @DallasPolitics @NCTCOGtrans Can you guess what these DART bus routes have in common? – Dallas May (@1DalM)



@dartmedia @DallasPolitics @NCTCOGtrans Give up? They are the routes that serve the fewest passengers. – Dallas May (@1DalM)

@TheDartMan466 @1DalM @dartmedia @NCTCOGtrans im from New York but I'm somewhat familiar with 155 it covers part of 555 the 155, dart should just (1/2) – Tony G (@TheDartMan466)

Just saw a guy trash #bmw on 75. Wonder what life would be like if @NCTCOGtrans & @TxDOT focused on safety first instead of vehicle counts – Dallas May (@1DalM)

What are your favorite traffic and travel apps? A quick @TollTagTidbits survey asks about helpful apps, features <http://bit.ly/17Y5xi8> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TollTagTidbits the survey submit fails if you enter an app not listed (no radio button for it, just text field)... – Randy (@texrat)

@NCTCOGtrans @TollTagTidbits ...I use @HERE Drive, which you do not list – Randy (@texrat)

@NCTCOGtrans Thank you for supporting our efforts on the traffic and travel app survey! – N. TX Tollway Auth (@TollTagTidbits)

Why the Grid Has More Latent Capacity Than a Highway | Street Smart
<http://go.shr.lc/1LWwKP> – CNU23 (@cnu23dfw)

@cnu23dfw read: removing #I345 is not anathema, @TxDOT @NCTCOGtrans – Collin Cole (@CoollinCoole)

Lamster: NCTCOG shows little interest in Dallas. #dallasideas – Wylie H. Dallas (@Wylie_H_Dallas)

MT“@Wylie_H_Dallas: Lamster: @NCTCOGtrans shows little interest in Dallas. #dallasideas” #fify – Philip Goss (@gosspl)

South Main #groundbreaking <http://ow.ly/i/8QuHk> thanks @nearsouthside @cityoffortworth @NCTCOGtrans #JLBCContracting #DunawayAssociates – jodesign (@jodesign)



Proud recipients of new #altfuels @ENERGY funding with our Clean Cities partners at @NCTCOGtrans @LoneStarCFA @gbrccc Arkansas & New Orleans – Tulsa Clean Cities (@TULCleanCities)

MT @NCTCOGtrans Ozone season is here. Read how you can help improve #AQ in the March issue of #LocalMotion: #AirNTX <http://ow.ly/K9Kfw> – N. TX Tollway Auth. (@TollTagTidbits)

@ENERGY @NCTCOGtrans grant to provide #altfuel training opportunities in OK, TX, AR, LA <http://energy.gov/sites/prod/files/2015/03/f20/FY14%20Vehicles%20DE-FOA-0000951%20Alternative%20Fuel%20Vehicle%20Deployment%20Initiatives%20selection%20table.pdf> – OK Clean Cities (@OKCleanCities)

It's Ozone Season in #NorthTexas! Check out @NCTCOGtrans' tips on how to improve our air: <http://bit.ly/1HvmSMi> – The T Fort Forth (@TheTFortWorth)



Wouldn't it be cool to take public transit from #Denton to the @NCTCOGTrans meetings? Don't even think about it: <http://ow.ly/KfsYR> – Carl Seiler (@csxyzy)

@NCTCOGTrans seeks input <http://ow.ly/Kfomt> #Denton #Pedestrian #Bikes #werundenton #webikedenton – Carl Seiler (@cszyzzy)

@NCTCOGtrans grant lets TAPS offer service for Plano's MyPossibilities a full-day, continued education program for adults with disabilities. – TAPS Public Transit (@GoTAPS)

So what you're saying is, cheap land is not so cheap: <http://wapo.st/1yVwCKw>...i think you should read this @NCTCOGtrans – patrick kennedy (@WalkableDFW)

Leadership North Texas Class 6 plans regional growth with @NCTCOGtrans – North Texas Commission (@NTxCommission)



The DFW metropolitan area added more than 100,000 residents in the 2013-2014 time frame. <http://bit.ly/1Ctgh4H> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans How many of those came to the City of Dallas? – Wylie H Dallas (@Wylie_H_Dallas)

"When were the 8 community Dream Team meetings Rawlings claims occurred?" <http://disq.us/8mt88b> – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas Public meetings that no one knows anything about and no documentation exists for seems to be more common @NCTCOGtrans – Dallas May (@1DaIM)

What happened to 'no-higher, no-wider' for US 75 through Richardson-Plano? | @dallasnews <http://share.d-news.co/eLeYBdc> – rodger m jones (@rodgermjones)

@rodgermjones @dallasnews Richardson and Plano are built out. No more land speculators to please. @NCTCOGtrans doesn't care about u anymore – Dallas May (@1DaIM)

@NCTCOGtrans When are you going to start helping the City of Dallas? – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans when we split the MPO in two. – patrick kennedy (@WalkableDFW)

@Wylie_H_Dallas @NCTCOGtrans When we find a few hundred thousand acres of fresh greenfields for land speculators. – Dallas May (@1DaIM)

NTTA customers, @NCTCOGtrans is offering car care clinics in the month of April. Get the details here. <http://ow.ly/L6lq5> – N. TX Tollway Auth. (@TollTagTidbits)

2015 TxDOT Call for Projects – TAP and HSIP <http://ow.ly/L5O13> @NCTCOGtrans @TxDOT – Freese and Nichols (@FreeseNichols)

Some pics from last nights excellent Bar Politics show at Wild Detectives pic.twitter.com/AnrbKUoPjl – patrick kennedy (@WalkableDFW)

@WalkableDFW Heard was crazy. Interpretative dance/talk show mocking Dallas corruption, @NCTCOGtrans, @Mike_Rawlings to full house. True? – Wylie H Dallas (@Wylie_H_Dallas)

April is National Distracted Driving Awareness Month, an important reminder to #JustDrive. pic.twitter.com/BREY6uHhFw – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Why won't you allow us to have alternate modes of transportation besides driving single-occupant vehicles? – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans Yes. Build & lease elec. highway capable right-sized cars for single occupants drivers <http://www.commutercars.com> – SingleOccupantDriver (@SingleOccupant)

RT @NCTCOGtrans: April is National Distracted Driving Awareness Month, an important reminder to #JustDrive. – City of Irving (@thecityofirving)

@thecityofirving @NCTCOGtrans #WatchforMotorcycles #TextLaterDriveNow – Steven Tomlin (@StevenTomlin)

Building Bigger Roads Actually Makes Traffic Worse <http://www.wired.com/2014/06/wuwt-traffic-induced-demand/> ... Please read, @NCTCOGtrans, then consult @WalkableDFW. Thanks! – Wylie H. Dallas (@Wylie_H_Dallas)



RT @TollTagTidbits: NTTA customers, @NCTCOGtrans has car care clinics in April. Get the details here. <http://ow.ly/L6lq5> – IABC Dallas (@iabcdallas)

@TollTagTidbits thanks for sharing information about the car care clinics this month! – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans You're welcome, thank you for providing a much-needed service! –VP – N. TX Tollway Auth. (@TollTagTidbits)

@NCTCOGtrans Great column by @cstorm15: Triple Redundant Cities <http://streetsmart.dmagazine.com/2015/04/06/triple-redundant-cities/> ... Please read and share with Michael Morris. Thank you! – Wylie H Dallas (@Wylie_H_Dallas)

NTTA is celebrating Earth Month (April) with their ongoing mission to be green, with tips from @NCTCOGtrans <http://ow.ly/Lj9tm> – N. TX Tollway Auth. (@TollTagTidbits)

We're continuing the "My DFW Commute" Initiative today by asking, why do you take transit? Let us know in the comments and we'll enter your name into a drawing for a gift bag full of Try Parking It branded items (The T photo). #MyDFWCommuter – NCTCOG Transportation Department



I take transit because it's way less stress than sitting in traffic, and I can use that time to do something more productive like read a book or sleep – Kylar Tharp Anderson

Once my company moved downtown, it was a no-brainer. It is less stressful than driving in rush hour, reliable, safe and easy. It gives me 40 min between work and mom duty to unwind and have a little me time. – Emily Becker

I take it, for Dr appointments or to go for entertainment – Alex Guzman

I use public transit for everything from going to work to just going downtown to goon around. My favourite thing about DART though, has got to be the people watching. #myDFWcommute – Cort Campbell

The trains I love. I'll ride those just for fun. As far as busses well all I can say is I love being able to help keep the makers of tylenol in business. – David Braatz

I use it to go to work everyday and I get to read during that time. It is way more productive than driving. – Kahkashan Akhi

It is actually really difficult to use transit in North Texas, because NCTCOG has done such a poor job master planning the region, encouraging unsustainable sprawl that virtually mandates the use of private, single-occupancy vehicles for most transportation needs. – Wylie H Dallas

I take transit to lower stress, save money, avoid traffic dangers, and limit my impact on the environment. – Jeffrey Florey

I love not having to worry about traffic going to downtown. And it saves me so much gas throughout the year! Its great having a schedule and knowing exactly when I'll arrive somewhere. Helping the environment is also an added bonus. – Shirley Mok

I take the Dart because it's nice to save on gas and have to stress about traffic. – Annie Luong

I take transit because I decided to get rid of my car, to lessen my impact on the planet. – Trey Darby

Because I am disabled and don't drive. And because I like the freedom of going whenever I want to. – Roivon Evans-Moore

I ride the train every day to work, and it's a very short drive to and from the station. I end up filling up my Ford F-150 about once every three weeks. I also prefer to take the train wherever else I get a chance, but the likelihood of a train station being within walking distance of my destination is fairly low, so I don't do it as much as I'd like to. I would also like to ride the train to/from DFW Airport a little more often, but rail schedules do not accommodate early morning flights. Also, getting to the DART station from terminals other than A after flying into DFW can be quite tricky. – Chris Anderson

I would use it more if it was more convenient. My commute is green line from Frankford Rd to Victory Station then TRE to Hurst. Almost two hours. – Maria Pena May

I use it to get to my friends and family in Fort Worth and it's a lot easier than dealing with traffic and faster getting there – Stephanie Tolison

I don't own a car. – Jeff Garrett

Save money and less stress – Alan Goodrich

I've used the A-Train and DART rail and bus to and from work over a couple of summers when I didn't have to take my son to and from school. I absolutely loved it as was less stressful and gave me more exercise. An express DCTA bus service to and from the Highland Village/Lewisville Lake station to and from Lantana would sure be nice! – Paul McManus

I love taking DART to downtown and use it every chance I get ~ even better since I just got a senior pass! Wish there was a second line running through town that would stop closer to Dallas City Hall. That would be terrific! – Linda Cooke

I like to take public transit because, I don't need to be focused on road before going to work & before coming back to home. I am also helping environment by not adding some more pollution to the environment & helping for traffic jams, which indeed may help ambulance or fire truck to reach its point faster :) – Sabitha Muktineni

Because there is a bus station outside my apartment and it goes to my job. I'd love to use DART more, but it's not very convenient and it takes too long – Mark Patrick Mayo
Because I like getting changes to win gift bags! (And my company pays for a DART pass). – Cameron Jones

I also ride the TRE train to shopping in Fort Worth every Saturday only, not Weekday... I have to ride the DART Bus & Rail to school or work every Weekday during School-Day – Savannah G. Stapleton

NCTCOG and TxDOT need to plan for MORE Mass Transit and Fast Commuter lines. The Sprawl brought about by cheap land will seriously come back to haunt DFW in the

near future. That said-I live near the Westmoreland station on the Redline, and my office is right at the Lovers Lane station, so I use it when I can. But as I need my car to see clients, and there is not better mass transit rail across the metroplex, I don't get to use it as much as I would like. – Patrick L. Boyd-Llloyd

I wish I could take the transit, but it moves way too slow. I'm a single parent and drop my son off at daycare at 6:30am and drive I-35E to downtown Dallas, work 7:30-4:30 and get back to daycare by about 5:30pm. If I took the A-Train, Green line and a short hop on the Blue or Red line, I wouldn't be able to get to work until after 8:00am, and wouldn't make it back to daycare until after 6:30pm, which is when it closes. Especially with the horrible traffic and construction these days on I-35E, one would think that the train would be faster, but instead, it would add over an hour to my daily commute, so I can't use it. When living in west Arlington, I would sometimes take the TRE in even though it effectively added close to an hour to my daily commute back then, but I didn't have a child then which made it doable, and it was a much more relaxing trip than rush-hour traffic on I-30. Express service--like you used to have with the buses before the trains were operational--would be greatly appreciated, and then I'd probably be able to use DCTA & DART. – Dale Denton

I started taking public transit after I started having trouble staying awake while driving to and from work. Before that I didn't even know a DART bus stopped at the end of my street. Now I'm planning on getting rid of my car in exchange for DART services, Uber, and ZipCar. – Mark Lemonds

Three words: work life balance. Riding the T means I arrive at work relaxed and caught up on the news, and at the end of the day someone else gets to deal with the traffic and lane closures on 35W. But the biggest benefit- I now leave work on time and spend more time with my family on week nights. Even now that I've bought a car I don't plan to give up riding. Now if the 62 would just add one more run each day it would be perfect! – Cindy Sears-Clemmons

Because it's a great and inexpensive way to feed my son's appetite for trains! – Justin Williamson

I wish I lived near a stop so I could take public transit. I would ride it everyday in a heartbeat! – Joel Martinez

Kelly Gramza I wish transit ran along the tollway. As it stands now, I am unable to take any public transport to the large employers located there... – Kelly Gramza

I ride the train because my employer pays for a dart pass! Wish it ran further north into mckinney! – Emilie Robe

Thanks to everyone who commented on our post as well as those who commented on our partner's pages. We've randomly selected five winners for the Try Parking It items. The winners are: Kylar Tharp Anderson, Annie Luong, Chris Anderson, Sabitha Muktineni, and Mark Patrick Mayo. Please send your contact information to transinfo@nctcog.org and we'll get these items in the mail. – NCTCOG Transportation Department

The February issue of #LocalMotion is out. Read about #Prop1, #AirCheckTexas and more.
<http://bit.ly/ccf1Ox> - NCTCOG Transportation Department



This looks like you opened up MS Paint, closed your eyes, and randomly clicked places. I don't see planning here. – Dallas May

Dallas, using the Legislative rules on Prop. 1 to use the money on non-tolled roadway projects and the RTC's direction to distribute projects across the 12-county metro area, the RTC selected projects that implement the Mobility Plan. The lines on this map may look unconnected, but they're part of a larger system.
<http://bit.ly/1zdobKg> – NCTCOG Transportation Department

A video of yesterday's Regional Transportation Council meeting is now online. WATCH:
<http://bit.ly/15rSAbk> #RTC – NCTCOG Transportation Department

I noted a few things that Michael Morris said:

- 1) The team of outside experts brought in to look at the Trinity project sees staging as a way to achieve the Balanced Vision Plan;
- 2) State Senator Royce West led a massive outreach program to reach consensus on the Southern Gateway; and
- 3) The Southern Gateway Project Public Forum held on January 13, 2015 was not a TxDOT meeting.

Could you confirm:

- a) That I understood Mr. Morris correctly; and
- b) That such statements are, in fact, true? – Wylie H Dallas

TxDOT has not had a community meeting in Oak Cliff to discuss the southern gateway.
– Dallas May

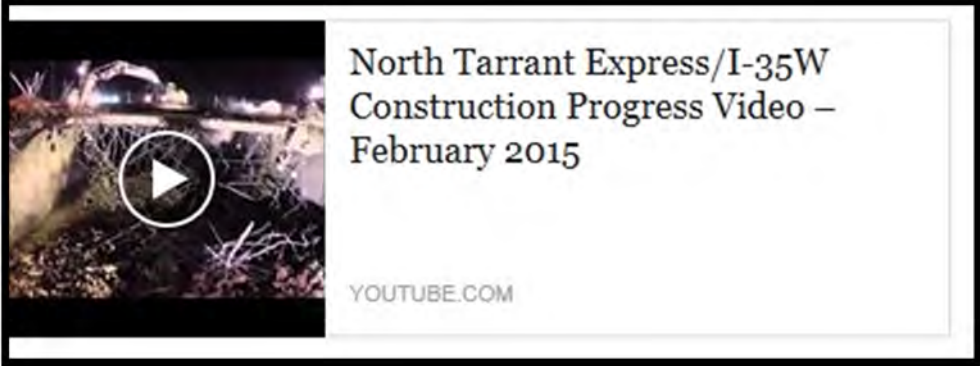
Add HOV lanes and add texpress lanes on all highways – John Johnny Haliburton

Why are TxDOT and NCTCOG so reluctant to hold public meetings in Dallas about large transportation projects that would negatively impact the quality of life and mobility for Dallas residents? – Wylie H Dallas

Wylie H Dallas, I think you answered your own question. The robot engineers at NCTCOG don't care about or even think about who they hurt, their only concern building bigger highways for their resumes. – Dallas May

Listening to Michael Morris at Thursday's RTC meeting, I would have to agree. All he kept talking about were "system benefits." What about benefits for the people who actually are forced to live within this dystopian nightmare he is creating? – Wylie H Dallas

We love seeing the progress on 35W! – NCTCOG Transportation Department



Woohoo! More tollroads! NCTCOG Transportation Department - giving the people what they want. /s – Phillip Goss

There are approximately 15,000 crashes in highway construction and maintenance zones each year in Texas, according to the Texas Department of Transportation. These 10 tips will help drivers navigate a work zone safely. <http://bit.ly/1zLkGtM> – NCTCOG Transportation Department



Add bus lanes – John Johnny Halliburton

Video: TEX Rail, a commuter rail project that would connect downtown Fort Worth to Dallas-Fort Worth International Airport, is moving forward and could be up and running in a matter of years.
– NCTCOG Transportation Department



This is what I think of when I think of most of your big new projects:
<http://www.citylab.com/.../the-sochi-light-rail.../385580/> – Dallas May

The “My DFW Commute” initiative continues today by asking, why do you bike or walk to work? Let us know in the comments and we’ll enter your name into a drawing for a gift bag full of Try Parking It branded items. Don’t forget to use #mydfwcommute in the response. – NCTCOG Transportation Department



#mydfwcommute I love to get my heart rate up early in the morning. It helps clear my head and lets me face the day energized and balanced. Also, I like to think I’m helping to contribute to the growing bike and pedestrian culture in FW. It will help make us all healthier and happier! – Brian Call

Thanks to all those who replied to our #mydfwcommute question. Brian Call you've been chosen as our winner from last week. Please send your contact information to transinfo@nctcog.org and we'll get those Try Parking It items in the mail to you. – NCTCOG Transportation Department

Have you heard? There's a chance winter weather is coming to DFW late Sunday night/early Monday morning. Stay prepared with these winter travel driving tips from TxDOT. – NCTCOG Transportation Department



The only thing that works is people staying off the roads. If we get bad iceing the area grinds to a halt. – David Braatz

Hopefully, you are staying home, safe and warm today. For the latest road conditions check drivetexas.org. – NCTCOG Transportation Department

Add Texpress lanes on every highway – John Johnny Halliburton

And notification on your website that your facility is closed during bad weather days. Thanks! – Natalie Nolan

I wonder how many lives we could have saved if we didn't force everyone to drive for every trip. – Dallas May

At several upcoming public meetings, North Texans will have chances to hear and ask questions about managed toll lanes on Interstate 35E and U.S. Highway 67, additional lanes on the Dallas North Tollway, major changes to S.M. Wright and C.F. Hawn freeways, and frontage road construction along Interstate 20.



Was the southern gateway meeting an official TxDOT meeting? No? Will there ever be an official TxDOT meeting in the neighborhood you are destroying? – Dallas May

The Texas Department of Transportation is leading the environmental review for the proposed Southern Gateway project and hosts formal meetings and hearings at milestones, consistent with study requirements. The next public meeting and/or public hearing is expected to be in the summer/fall of 2015. Beyond the formal public involvement opportunities associated with the study, TxDOT participates in many other outreach efforts with the community, businesses and municipalities, such as the meeting Jan. 13 and the upcoming meetings on the project. TxDOT has been invited to present to the Oak Cliff Chamber and also Councilmen Griggs and Caraway constituents on February 26 and March 2, respectively. – NCTCOG Transportation Department

So, you are saying that there won't be any meetings until the concept design is finished and it's under environmental review. The citizens of Dallas will be given no opportunity to provide feedback prior to bring submitted to the corp for approval. – Dallas May

A free webinar Thursday will discuss the pros and cons of operating alternative fuel vehicles in regions with extreme temperature lows and highs – including fuel economy fluctuations, onboard tank storage and fueling reliability. Hear from two companies operating fleets in the Midwest and Southwest. – NCTCOG Transportation Department

Add texpress lanes on every highways soon – John Johnny Halliburton

The next question in the “My DFW Commute” initiative is, why do you work from home? Let us know in the comments, and we'll enter your name into a drawing for a gift bag full of Try Parking It branded items. Don't forget to use #mydfwcommute in the response. – NCTCOG Transportation Department



I work from home because there are fewer distractions and a more comfortable environment. Plus, I can sleep a little later since I don't have a commute! It's a great way to help improve air quality, too! #mydfwcommute #tryparkingit #telecommute #workfromhome – Pamela Klekar Burns

Because I don't own a car and therefore have no real choice.

In North Texas, it is almost impossible to live a productive life without access to an automobile, due to the lack of alternative forms of mobility, such as sidewalks, bike lanes, convenient mass transit, etc. #mydfwcommute – Wylie H Dallas

I work from home when it's my day to drive afternoon carpool. Or when the weather is bad. Or after hours when my to-do list is still full. I'm thankful to have a flexible office. #mydfwcommute – Lorie Hutensky Robinson

Thanks to all those who replied to our #mydfwcommute question. Lorie Hutensky Robinson you've been chosen as our winner from last week. Please send your contact information to transinfo@nctcog.org and we'll get those Try Parking It items in the mail to you. – NCTCOG Transportation Department

Approximately \$4.9 million is available for competitive award through two federal funding programs that support transportation solutions for low-income individuals, seniors or individuals with disabilities. Visit www.nctcog.org/ftafunding for more information on programs and eligibility. – NCTCOG Transportation Department



Can Dart go every 1m and go high speed soon – John Johnny Halliburton

Or...use the money to build grocery stores and other necessities in low income communities so they only need sidewalks to travel. We need more self sustaining, multi-use communities and less houses-only subdivisions. – Stephanie Byrd

I bet @NCTCOG's home town will jump on this. – Dallas May

Fort Worth Bike Sharing just announced they've received a donation from the Green Mountain Energy Sun Club to add solar power to nine new and one existing bike sharing stations around the city in 2015. This is all in an effort to make a pollution-free mode of transportation even cleaner. A donation event is taking place Thursday, March 5, from 2 – 3 pm. <http://bit.ly/1DV44Fd>- NCTCOG Transportation Department

Dallas' bike share program is on the other hand... – Adair Aranda

The final question for the “My DFW Commute” initiative is, why do you drive alone to work? Tell us why driving alone to work is the only option for you in the comments below and you’ll have a chance to win Try Parking It branded items. Don’t forget to use #mydfwcommute in the response. – NCTCOG Transportation Department



Add a Texpress lanes on I-35 – John Johnny Halliburton

Because 95% of transportation funding is designed to force exactly that. NCTCOG believes that moving cars as fast as possible is now important than safety or communities.

Oh yeah, #mydfwcommute – Dallas May

I drive alone because there is not a train line that goes true north from downtown (only diagonally). If one existed, that would be my commute. – Stephanie Behring

I drive alone from oak cliff to las colinas because none of my coworkers live in oak cliff or anywhere near my path from home to work. #mydfwcommute – Drew Crownover

I don't have to drive to work. I can ride my bike across the Jefferson Bridge to Downtown and ride the DART rail to my job in Plano. So thank you COG for wanting to rip out Jefferson and remove my safe bikeway to work. Thanks to your diligence I can start driving every day and make everybody else's commute more congested. – Brian Thomas

You seem to be confused by a world where choice is legitimate and present in the equation. However, you have constructed a world where it is not. I would suspect 95% of trips by car correlates pretty closely with the amount of funding that flows through NCTCOG towards highways. – Patrick Kennedy

As Mr. Kennedy correctly observed, NCTCOG has made almost zero effort to providing funding to any transportation infrastructure other than that which accommodates private automobile trips, so what are people to do? Terrible streets and roads, non-existent pedestrian & bike infrastructure, pathetic/non-existent mass transit, inhospitable sprawl... Michael Morris has created a dystopian nightmare that is completely at variance with widely accepted best practices in community planning. #mydfwcommute #mydfwhell – Wylie H Dallas

Because even when the stars align and great pedestrian and human scale infrastructure is created, you guys work to destroy it and recreate it into a dangerous high speed vehicle intersection like you want so desperately to do with the downtown side of the Continental Bridge .Oh yeah... #mydfwcommute – Dallas May

I drive alone because I have no choice. The Dallas transportation system, as it is, marginalizes ride sharing and public transit in favor of increasing my number of trips. My commute choices: 1) 15 miles in 35 mins, 2) 30 miles in 30 minutes by toll, or 3) 15 miles in 1.5 hrs and pay bus/train fare. I'd be happy to share a ride but with a kid to get to school, a store to visit for goods, a restaurant to enjoy a good meal, and a park to visit for some fresh air...my only ride share would be my clone. But I think that would kind of defeat the purpose of a ride share. #mydfwcommute – Jesse Madsen

Anybody think about why this question might have been asked? Maybe, just maybe, they're starting to think about FIXING IT. Give them legit feedback, not PAC answers. – Michael Sitarzewski

This IS legitimate feedback. The only legitimate alternatives to personal autos are taxi cabs, Lyft and Uber. – Wylie H Dallas

It is, but it's also divisive, obvious and well covered in the media. – Michael Sitarzewski

No, Wylie H Dallas, according to NCTCOG, lyft and Uber are criminal organizations that don't grease enough local palms. That's why they aren't allowed to pick you up at our airports. Taxis are the only real alternative. – Dallas May

Believe it or not though, we're totally on the same side of this discussion. There is a LOT of room for improvement. I always start the conversation with "How can I help?" Let's start there! – Michael Sitarzewski

I'm here to help as well. Let's start! – Wylie H Dallas

If this is a negotiation, nctcog needs to demonstrate they are acting or in this case asking in good faith. – Patrick Kennedy

It looks like everyone on the right side of the photo has already won the "Try Parking It branded items." It's why I prefer to BIKE alone to work using the Santa Fe Trail. Building massive highways so that people can speed through and out of my beloved City of Dallas instead cultivating a foundation of grass roots economic strength is a poor planning for the long term of the City of Dallas. Instead of pushing for a nine lane tollway through a floodplain, I challenge the NCTCOG to finance the repair of 9 Dallas inner city streets beginning with, say, Mockingbird. – Rocco Perro

Dallas May Here is my honest suggestion. If NCTCOG really, honestly cares about improving things, then they should require their employees to take public transit to work for one week.... Oh wait. #mydfwcommute – Dallas May

I wanted to use Uberx to commute between DFW Airport and home, but then I learned the COG had worked to ban it, for reasons I can't begin to fathom. So I have no choice but to drive. #mydfwcommute – Wylie H Dallas

I'd love to bike to my job in Addison, but there aren't any viable ways to cross the creek without getting on a major arterial so it doesn't feel safe to me. If there was a grid of slower speed streets on the east side of Addison / Far N. Dallas, I wouldn't feel like I have to drive alone to work. Increase interconnectivity for alternate forms of transportation, NCTCOG. I challenge you to set aside a percentage of transportation funding for bike /walk and public transit projects. #mydfwcommute #bikedfw – Jenny Rilling

Because there is no train that goes to the Legacy area off of the North tollway, if I took a bus, a 20 min commute would turn into a 4 hour one way trip. all public transporation is geared to downtown, yet there is a MASSIVE amount of large corporations in the Legacy area in PLano. i do not bike, because it is over 90 degrees, and I must look and smell presentable for my job. #mydfwcommute – Kelly Gramza

I drive alone bc I don't know who lives near me from work. I'm sure there are but I don't want to organize it. It takes 3 buses to get to work from where I live but it's a 17 minute drive. Chris Wyatt Gotta consider that even in cities with great transit, I'm willing to bet most car trips there are single occupant vehicles. It's just a fact of using your own vehicle. – Elisa Craft

I don't drive alone. I have another person in the car for my commute. But looking into taking the DART to Downtown for work once the weather gets better. #BabySteps #MyDFWCommute #PickMe – Marty Martinez

Because of my hours and the fact I work in a mostly residential area. DART isn't an option unless I want a 20 minute drive to take over an hour and that would still include a 10 minute drive to a train station because I live in the DCTA service area with very infrequent bus service – Justin Williamson

I would love to use public transit to get to work. I've used it before and I enjoy the stress free time on the train vs. sitting in traffic. However now I live and work within a 5 mile radius (trip length is 7 miles) from downtown and taking into account gas, wear and tear, taxes and insurance on my car; it's actually cheaper for me to drive than to ride the train. I've decided I'm going to start taking the train anyway but I wish the city incentivized public transit, especially for those people that live and work in proximity to the denser core of Dallas. #MyDFWCommute – Fred Pena

When you say "why do you drive alone"? I think of how I work. Yes, I have a generally 8-5 day. However, carpooling with someone would never work. What if I choose to go in early? Or, more often, leave late...since I am not a 'clock watcher'....I leave when i get to a good stopping point...which can be anywhere from 4:30 to 6:00. When i feel like I am done...and have completed my day. Carpooling only works for those who 'clock in' at 8:00, and leave promptly at 5:00. No variations. In my current role, I am able to take the train...which I LOVE. However, that hasn't always been the case. Since I've lived in Dallas, I have had 5 different employers...from Garland to North Fort Worth...and in places in between. Some areas are more "transit friendly" than others. #mydfwcommute – Ron Kerns

I'm forced to take a tollway from my home near Fair Park to get to a job in Far North Dallas. It's very expensive. I can't believe you would want add more of those as the tolls are a huge burden on working people. #mydfwcommute – Rains J Kyle

Thank you all for your comments and suggestions. A significant focus of our planning process is gaining feedback from the public. We do this through various means including surveys, public meetings, and social media. We're grateful for how passionate our followers are and we can tell you we're listening to you and trying to make the region better and easier to navigate for the 6.5 million people that call DFW home. We know at times it may seem as if we focus solely on one transportation mode but we truly believe a better DFW is one with multiple options for navigating our region. As our region continues to grow, we'll continue to work with our partners to expand the available modes of transportation. Once again, we want to thank those who responded to our #mydfwcommute posts over the past five weeks, we appreciate your honest feedback. – NCTCOG Transportation Department

Thanks to all those who replied to our final #mydfwcommute question. We've randomly selected five winners for the Try Parking It items. The winners are: Jesse Madsen Jenny Rilling Kelly Gramza Rocco Perro and Ron Kerns. Please send your contact information to transinfo@nctcog.org and we'll get these items in the mail. – NCTCOG Transportation Department

Did you know Texas offers a \$2,500 rebate for purchasing a new electric vehicle? Pair that with the up to \$7,500 rebate available to all states and rebates can be worth up to \$10,000. Some limitations apply. Learn more here, <http://bit.ly/1DSKJ4Q> – NCTCOG Transportation Department

It is prorated on leases also. 3 year lease gets a \$1875 rebate. 2 year lease gets you \$1250. – Steve Martin

Good news for Arlington! The Texas Transportation Commission has approved \$254 million for construction of a direct-connect IH 30/SH 360 interchange, the Texas Department of Transportation announced Tuesday. <http://bit.ly/1Ag0q54> – NCTCOG Transportation Department



Isn't that right down the street from Michael Morris' home? Who decided that the vast majority of Prop 1 money should be invested in that one single project? In other words, how was public input incorporated into the decision making process – Wylie H Dallas

Wylie, NCTCOG coordinated with local governments and the three TxDOT Districts to determine which projects should receive Proposition 1 funding. Although much of the Proposition 1 funding for FY 2015 is being allocated to the IH 30/SH 360 interchange project, NCTCOG will recommend funding for additional projects throughout the region through 2018, as explained in a presentation from public meetings held by NCTCOG in February: http://www.nctcog.org/.../outr.../meetings/Prop1_Feb2015.pdf. The three February public meetings were held in Dallas, Fort Worth and Arlington to solicit input from the public regarding project recommendations for the first four years of Proposition 1 funding. The public meetings were announced through newspaper advertisements, social media and direct mail and email to our mailing list and member governments. A summary of public input received during the comment period is available online: http://www.nctcog.org/.../outr.../meetings/02_15_minutes.pdf. NCTCOG also solicited public input on Proposition 1 at a series of public meetings held in December in Farmers Branch, Fort Worth and Arlington. Notification for the December and February public meetings followed the same protocol. A summary of comments from the December meetings is available here http://www.nctcog.org/.../outr.../meetings/12_14_minutes.pdf. Finally, TxDOT conducted its own public involvement process for Proposition 1 funding recommendations. A statewide public hearing was held online Jan. 20 to present the recommended projects and begin the process to take comments. Online comments could be submitted until Feb. 26. This process is outlined: <http://www.txdot.gov/.../state.../ballot-proposition.html> – NCTCOG Transportation Department

Didn't you guys give ALL of NCTCOG's Obama Stimulus money to tarrant county, now you are giving the lion's share of the prop 1 funds to tarrant county too. Bet they are happy you guys have their interests at heart. – Dallas May

Dallas, the full listing of projects that received funding through the American Recovery and Reinvestment Act of 2009 can be found at <http://www.nctcog.org/trans/tip/arra.asp>. Projects in several North Texas counties, including both Dallas and Tarrant, received funding through ARRA. In addition, the Regional Transportation Council's policy is to ensure overall equity in non-formula funding shares between NCTCOG's east and west subregions. Funding shares are determined based on demographics and updated annually. The RTC last received an update on east/west equity in December 2014: (Slide 1) http://www.nctcog.org/.../12Dec/Ref.ltm_3.6.1.rtc121114.pdf (Slide 2) http://www.nctcog.org/.../12Dec/Ref.ltm_3.6.2.rtc121114.pdf. – NCTCOG Transportation Department

Have the results of the public input regarding Prop 1 allocation been made public? – Patrick Kennedy

Patrick, a summary of public input received during both NCTCOG comment periods for Proposition 1 is available online: 1) http://www.nctcog.org/.../outr.../meetings/12_14_minutes.pdf and 2) http://www.nctcog.org/.../outr.../meetings/02_15_minutes.pdf. – NCTCOG Transportation Department

Why did the Eastern Subregion agree to "loan" its allocation of Prop. 1 funds to the Western Subregion? When were the voters who supported Prop. 1 in the Eastern Region notified of this plan and given the opportunity to comment? How much interest will the Eastern Subregion receive in return for the loan? – Wylie H Dallas

Wylie, the east subregion agreed to loan a portion of their Proposition 1 funds to the west because of the regional importance of the IH 30/SH 360 interchange. The reconstruction of this interchange has been planned for several years and will enhance the flow of both north-south and east-west traffic moving throughout the region. The loan will be repaid by the end of 2015 so that these funds will be available for additional projects in the east. – NCTCOG Transportation Department

40 years too late but I'll take it. Better late than never. – Jason R.

It looks like the Eastern Subregion agreed to "loan" most of its allocation to the Western Subregion. All Dallas County asked for is a service road along Stemmons south of Walnut Hill. The City of Dallas didn't bother to go on the record asking for anything at all. – Wylie H Dallas

What is the interest that we are receiving for the loan? – Dallas May

Good question. – Wylie H Dallas

Prop 1 status report:
http://www.nctcog.org/.../outr.../meetings/12_14_minutes.pdf – Wylie H Dallas

Prop 1 public input summary:

http://www.nctcog.org/.../outr.../meetings/02_15_minutes.pdf – Wylie H Dallas

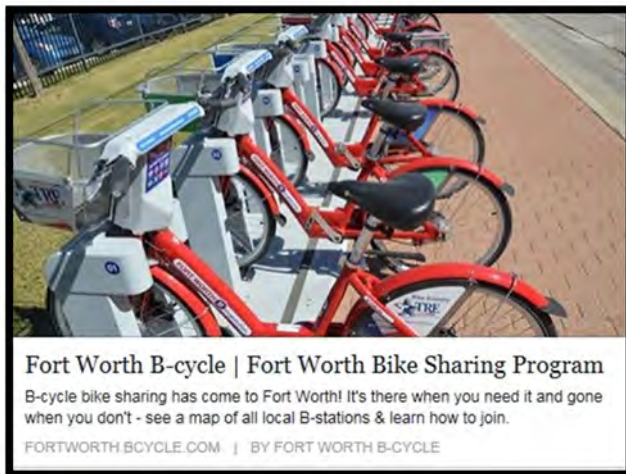
I hope the interest on the loan isn't -100% – Dallas May

As an aside, has anyone at NCTCOG noticed that the city streets in Dallas now appear to be in worse condition than those in many 3rd world countries? Pavement conditions are generally terrible, and the road designs appears to be based upon 50 year old design standards. – Wylie H Dallas

Dallas is being punished by Morris / NCTCOG. This needs to be front page news at the DMN. Start connecting our bad roads with Tarrant Co getting all this money to build these massive projects. That should stir people up – Patrick L. Boyd-Lloyd

If there's one thing DFW needs, it's more roads – Steve Hunter

50 PERCENT DISCOUNT deal with Fort Worth Bike Sharing now through April 30 – pay just \$4 for a 24-hour membership! What better way to enjoy this beautiful weather? Enter promo code 030115. www.fortworthbikesharing.com. – NTCOG Transportation Department



Why doesn't Dallas have bike-sharing? I've heard that Dallas is one of the only large cities in the developed world without such a program, is that true? – Wylie H Dallas

The reconstruction of a portion of Lamar Boulevard provides Arlington with traffic relief and more. <http://bit.ly/1Fqk1oi> – NCTCOG Transportation Department



Looks so welcoming. I can see people driving through just as quickly as they possibly can. – Dallas May

Sneezing? Sniffling? Wheezing? Nitrogen dioxide and ground-level ozone, found in vehicle emissions, appear to provoke chemical changes in certain allergens that could increase their potency. Read more: <http://bit.ly/1EJCvz3> – NCTCOG Transportation Department

So, clearly, the answer is to keep plowing billions of dollars into new expressways, while entirely neglecting local streets, sidewalks, bike lanes and mass transit. – Wylie H Dallas

Wylie H Dallas - nothing a little Tollroad couldn't fix. – Phillip Goss

The DFW metropolitan area added more than 100,000 residents in the 2013-2014 time frame. We aren't surprised, since our region has so many great things to offer! However, planners must keep future growth in consideration when mapping long-term transportation strategies. <http://bit.ly/1Ctgh4H> – NCTCOG Transportation Department

Last weekend I asked Michael Morris to look into making 67 a commercial corridor. He and Senator West said they would look into it. Haven't heard back yet. Can you check on that? – Dallas May

Dallas, we're looking into this and will get you more information. – NCTCOG Transportation Department

What can you do about the quarter million jobs that Dallas County has lost to the suburbs as a direct result of COG-embraced policies that favor uncontained sprawl at the expense of the urban core? – Wylie H Dallas

Free #CarCare Clinics in April. Don't miss out on a chance to help your car while helping air quality. www.ntxcarcare.org – NCTCOG Transportation Department

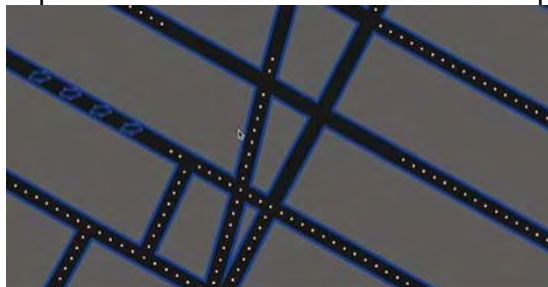


Can you pass this link along to Michael Morris: <http://www.wired.com/2014/06/wuwt-traffic-induced-demand/> – Wylie H Dallas

Transportation planning is definitely complex and involves balancing options and a range of solutions to address mobility needs, as the article outlines. Our staff often highlight that we cannot build our way out of congestion and improving mobility requires a comprehensive, integrated plan of policies, technology and travel options. – NCTCOG Transportation Department

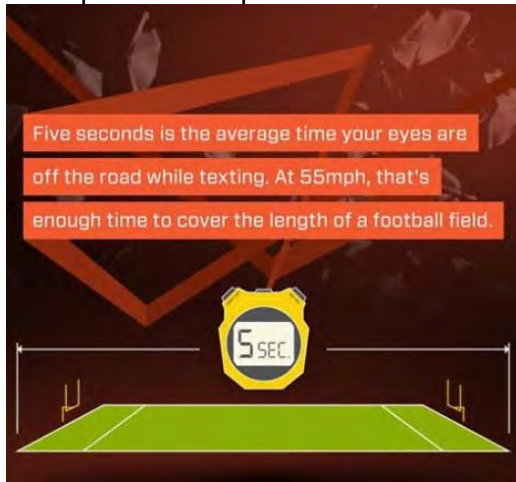
Yet, nearly all of the COG's transportation dollars appear to be dedicated to the building of limited access highways that encourage sprawl. Why is Dallas so far behind the rest of the nation on basic transportation necessities like well-functioning streets, sidewalks, bike lanes, mass transit, etc.? What steps is the COG taking to address the imbalance? – Wylie H Dallas

Pac-Man is taking over North Texas and other roads in Google Maps today <http://tcrn.ch/1BMI8Ku> – NCTCOG Transportation Department



That actually looks like the condition of the streets in Dallas, because they are in such poor condition, and hammered by potholes. But I know the COG doesn't care about our \$900 million in deferred street maintenance... sigh... – Wylie H Dallas

April is National Distracted Driving Awareness Month, an important reminder to #justdrive. Consider this, in the time it takes to send or read a text – slightly less than five seconds – a car moving at 55 miles per hour can travel roughly 100 yards. So if you text when behind the wheel, you're essentially driving the length of a football field with your eyes closed. – NCTCOG Transportation Department



The problem of texting while driving is a good example of 20th century thinking in a 21st century world. The millennial generation places a priority on interpersonal connections. Driving is by its design solitary and the antithesis of the values of millennials. Thus, to combat the problem you must look at it from the other direction. The answer is not to tell people to put down their phones and stop texting while driving. The answer is to tell people to stop driving while they are texting. Take public transit or pull over. Texting is important, driving can wait. – Dallas May

TxDOT will conduct 64 traffic counts in the Dallas district during April to gather data for future planning. <http://bit.ly/1CclZDo> – NCTCOG Transportation Department

Will the results of all of the surveys be available to public? – Lucas Cepak

Grand DFW Tolled Managed Lane Compromise

Context

During the past 10 years, the Texas Legislature has provided many tools to TxDOT, local toll project entities and regions to expedite transportation projects. In the Dallas-Fort Worth region, this flexibility has resulted in the use of toll roads implemented by the North Texas Tollway Authority and tolled managed lanes implemented by TxDOT through either Comprehensive Development Agreements or Design-Build contracts. Tools have been used in the absence of sufficient transportation funding for use on mega projects, but it appears the pendulum has swung and the Texas Legislature is on the verge of providing substantial new funding for transportation. In order to support this effort, the Regional Transportation Council proposes the Grand DFW Tolerated Managed Lane Compromise. This compromise would allow planning for improvements to IH 635 to advance through a competitive procurement. This proposal assumes that the 84th Legislature would provide additional transportation funding and maintain flexibility to use existing tools to advance projects. Finally, the RTC will work to gain support of the local legislative delegation.

Regional Transportation Proposal Requiring Legislative Approval

The RTC would submit the following proposal to advance projects while working to swing the pendulum away from tolled projects:

1. Trade in two previously-approved CDA projects for one new CDA project.
2. Use new revenue allocated to the RTC to remove peak period tolls for HOV 2+ users of TxDOT/RTC tolled managed lanes projects in DFW region. There could not be any legislative restrictions on using new revenue for this purpose.

Required Regional Transportation Council Action

1. Take formal action to request the Texas Legislature eliminate private-sector CDA authority on two projects in exchange for CDA authority on one new project.
2. Take formal action to remove tolling of HOV 2+ users during peak periods on tolled managed lanes. No change to the current RTC policy that HOV 2+ users pay a toll in the off-peak period and single occupant vehicle (SOV) users pay a toll in the peak and off-peak periods when using tolled managed lanes.
3. Develop a Managed Lane Program that could sustain the HOV 2+ policy in the future.
4. Evaluate the implications on additional projects currently planned with toll elements during the development of Mobility 2040.



TRANSPORTATION CHOICES FOR OUR FUTURE

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040.

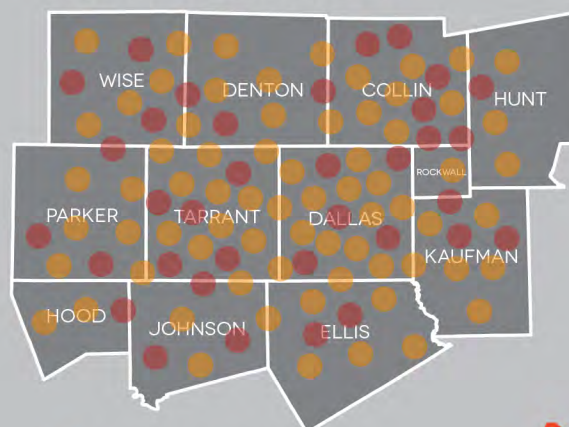
TAKE our 6-question survey for a chance to win prizes!

The North Central Texas Council of Governments coordinates with cities, counties, and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is seeking public input for the new long-term transportation plan for North Texas.



A GROWING Region

Regional Growth, 2014 - 2040



North Texas adds about 1 million people every decade. By 2040, 10.6 million people will call the region home.

More people means more jobs. North Texas will create an additional 1.9 million jobs by 2040.



All projections are preliminary and subject to further review and analysis.

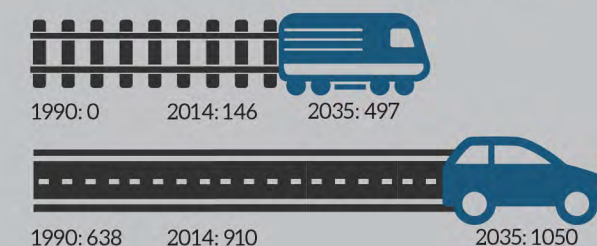
MEETING THE Challenge

As new people have moved here, we've built more roads and passenger rail.

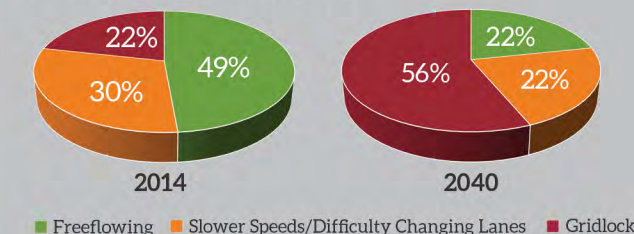
But, more people keep coming. We haven't been able to keep up.

Assuming 2035 plans are completed, trips on North Texas roads will take, on average, 70 percent longer in 2040.

Regional Rail & Highway Miles, 1990 - 2035



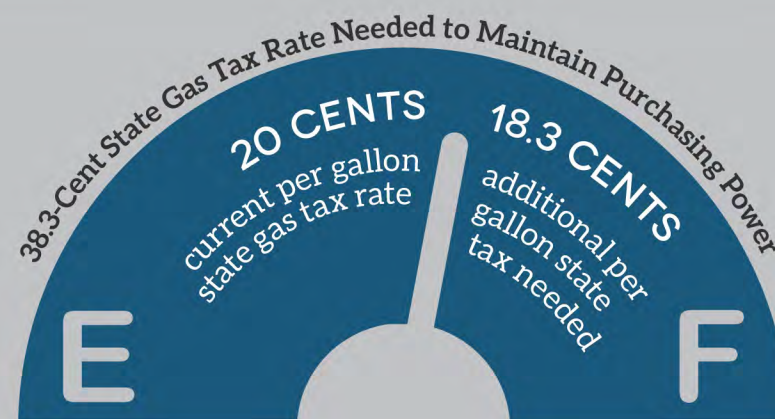
Roadway Congestion Levels



FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the 1990s, even though inflation and the price of gas have increased.

Tolls can help fund new roads. Without the tolls, many roads could not have been built. But, toll roads alone can't keep up with growth.



FINDING A WAY Forward

There's no way around traffic in the future, but we have choices. Our transportation system works to serve different travel needs.

How would these solutions affect your family's daily life?

- | | |
|---|---|
| Maintain & improve existing roads | Leaving for work before or after rush hour |
| Carpools & vanpools | Ride buses |
| Work at home | Ride trains |
| Car sharing | Bike & walk |
| Better connected neighborhoods
<small>Residential options for living a short walk or bike ride away from schools, stores and entertainment</small> | Improve traffic operations
<small>Improvements in technology, signage and emergency response to keep traffic flowing</small> |



FORT WORTH DISTRICT PARTNERS



MAINTAIN a safe system

As one of its goals, TxDOT is encouraging Texans to focus their attention on the road and put down their cell phones while driving.

Traffic crashes reported with cell phone use as a contributing factor:

1,110 total crashes in Tarrant County resulting in 685 injuries since 2010

Over 6 million crashes nationwide caused by distracted driving since 2010

I-30/SH 360 Interchange

The Texas Transportation Commission has approved Proposition 1 funding for the new \$254 million direct connect I-30/SH 360 interchange project. This comes after much public involvement and recommendation by the North Central Texas Council of Governments' Regional Transportation Council in collaboration with TxDOT. This fall, TxDOT will award the project to a contractor with construction beginning soon after.

SH 121/SH 360 Ramps

Construction began in February on two new ramps to improve access from William D. Tate Avenue to SH 121 and SH 360. These ramps were originally part of the DFW Connector project but were deferred due to a lack of funding. The \$17 million project is estimated for completion in early 2017.

 dfwconnector.com

FM 157 in Arlington

Construction began in February to reconstruct FM 157 (Cooper Street) from I-20 to Mitchell Street. The 3.8-mile project will improve safety and mobility with a pavement overlay, sidewalks, driveway reconstruction and new traffic signals. It will also include the installation of raised curb medians from Arkansas Lane to Mitchell Street. The \$5.3 million project is estimated for completion in summer 2016.

SH 360

In February, the Texas Transportation Commission chose Lane-Abrams Joint Venture as the developer to construct a four-lane toll road from south of I-20 to U.S. 287 for \$300 million. In a partnership with the North Texas Tollway Authority (NTTA), TxDOT will develop, procure, initially finance and construct and maintain the toll lanes and frontage roads of this portion of SH 360 for five years. Once built, NTTA will operate the tolled main lanes. Construction is estimated to begin in fall 2015 with completion by 2018.

 txdot.gov • SH 360

Midtown Express Public Meeting

A public meeting for Segment 2E of the Midtown Express project was held March 19 in Bedford. The meeting presented design changes on SH 183 from Wilshire Drive to east of American Boulevard. The \$848 million Midtown Express project area includes SH 183 from Wilshire Drive to I-35E, Loop 12 from Spur 408 to I-35E, and SH 114 from International Parkway to SH 183. Construction begins this spring with completion anticipated in 2018.

 drivemidtown.com

INSIDE: MIDTOWN EXPRESS

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	US 281	SH 108 to FM 8, Erath County	Pavement overlay and repairs	\$1.2	\$1.1	-9.8
	SH 174	Fox Run Rd to Hill County Line Johnson County	Pavement overlay and repairs	\$2.6	\$2.6	+2.8
	US 377	RM 2871 to Tiger Trail, Benbrook	Pavement overlay and repairs	\$2.6	\$2.0	-25.5
	SH 114	Loop 373 to FM 51, Wise County	Pavement overlay and repairs	\$3.3	\$2.6	-20.7

PROJECTED PROJECTS

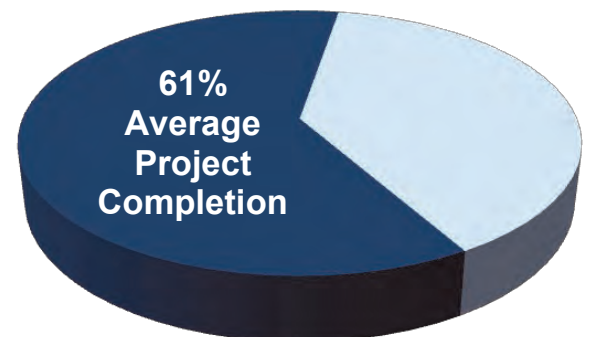
	Hwy	Limits	Type of Work	Estimate (millions)
APR	Various roadways	Various locations, Jack & Parker Counties	Texturize shoulders	\$2.5
	US 81/287	At FM 156 (Blue Mound Rd)	Traffic signal	\$0.3
	Trinity Trails	Fort Worth	Construct hike and bike trail	\$2.6
MAY	FM 914 & FM 2123	Erath & Wise Counties	Add shoulders	\$7.3
	I-20	At Bryant Irvin Rd	Intersection improvements	\$3.3
	Rufe Snow Dr	Mid-Cities Blvd to Ridgetop Rd, North Richland Hills	Widen from 4 to 6 lanes	\$13.1



\$400 M PROPOSED LETTING



FY 2015 CONSTRUCTION*



TOTAL CONTRACTS \$840 M

**does not include CDAs, Chisholm Trail or pass-throughs*

MIDTOWN EXPRESS

State Highway 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 main lane 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 a day.

The much anticipated Midtown Express project is set to break ground on April 27. The project will improve mobility by expanding 14.8 miles of SH 183 from SH 121 in Tarrant County to I-35E in Dallas, as well as 10.5 miles of SH 114 from SH 183 to SH 121/International Parkway and 2.5 miles of Loop 12 from SH 183 to I-35E.

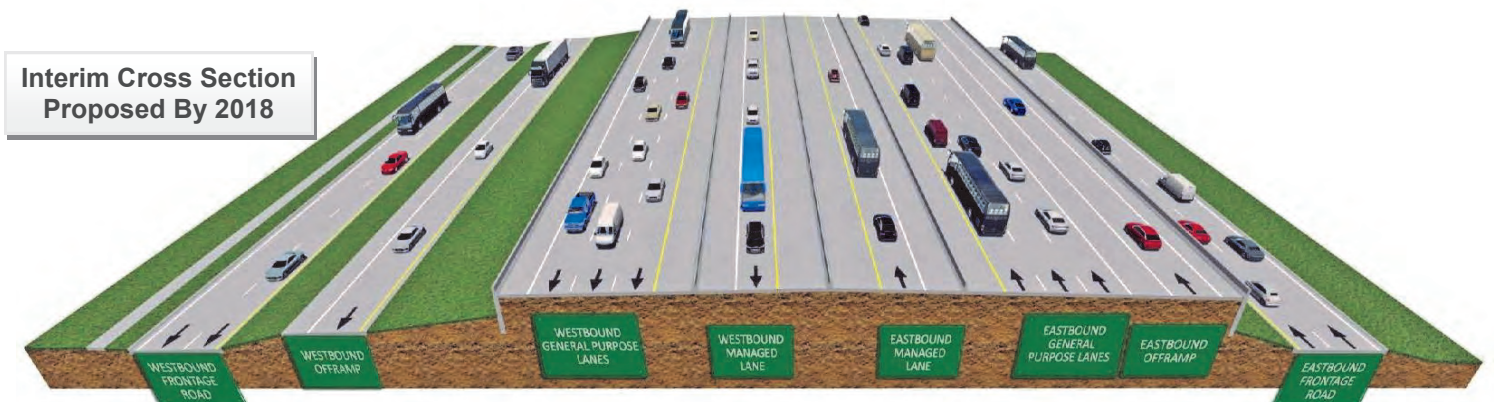
TxDOT awarded the project to SouthGate Constructors, who will also provide 25 years of maintenance along the 28-mile corridor. The



interim \$848 million project includes design, reconstruction and replacement of deteriorating roadways and the addition of TEXpress lanes. Construction begins this spring with estimated completion in 2018. To sign up for e-alerts, visit the project website.

Not yet funded is the ultimate phase which will include up to three TEXpress lanes in each direction, an additional main lane in each direction in some locations, and the completion of the diamond interchange at Loop 12/SH 183/Spur 482/SH 114.

 drivemidtown.com



Interim Cross Section Proposed By 2018

SH 183 Between Industrial Blvd and Ector Dr

PARTNERS

April 2015



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



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

txdot.gov • Fort Worth



DRIVE SAFE IN WORK ZONES SO WE ALL GET HOME

With more than 2,500 active work zones at any given time in Texas, you can expect to see roadside workers and vehicles when you travel on Texas roads.

Slow down, pay attention and obey all traffic signs—so we ALL get home.



87% of fatalities were **MOTORISTS** traveling through a work zone.

Two Leading Factors for Work Zone Crashes



FAILURE TO CONTROL SPEED



DRIVER INATTENTION

40% of fatal work zone crashes involved drivers who were driving under the influence (drugs or alcohol) or distracted.

The majority of fatalities in work zones were in the age range of 18 to 44.



Source: Texas Peace Officer's Crash Report, Feb. 2015

FEDERAL update

Discussions continue on the authorization of the next federal transportation bill. To keep up with its status, visit these sites regularly:

- transportation.org
- transportation.nationaljournal.com
- trans2group.com
- innobriefs.com

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.

TxDOT-Sponsored Safety Awareness Campaigns Making a Difference



DALLAS — This time of year in Texas means two things: Bluebonnets and awareness campaigns. The Texas Department of Transportation began the month of March with the launch of its statewide public awareness campaign called

"DWI Hangovers Don't Go Away."

The campaign made a stop in Dallas during the city's annual St. Patrick's Day parade, using street teams on Segways to reach out to young adults and college students.

Last year in the Dallas-Fort Worth Metroplex there were 1,043 impaired-driving vehicle traffic crashes involving young drivers (17-34 years of age) under the influence of alcohol. Those crashes resulted in 111 serious injuries and 24 fatalities.

The month of awareness finished up with TxDOT's Work Zone Awareness Week. With 146 people killed in Texas work zone crashes last year – an increase of more than 20 percent from 2013 – the Texas Department of Transportation urges drivers to slow down, pay attention and be extra cautious when



John Barton, P. E. – Fort Worth District Engineer – speaks during Work Zone Awareness event in Irving. Also shown, from left to right: Elizabeth Mow, P. E. (NTTA), Highway Patrol Trooper Lonny Haschel and Kelly Selman, P. E., TxDOT District District Engineer.

driving through work zones and construction areas. TxDOT's call-to-action, "Drive Safe in Work Zones So We All Get Home," coincides with National Work Zone Awareness Week, March 23-27.

"People often think work zone crashes result in the deaths of roadside workers, but last year, 87 percent of work zone fatalities were motorists," said TxDOT Deputy Executive Director John Barton. "Our TxDOT employees and contractors are obviously at risk, but so too are drivers and their passengers. We urge everyone to be careful and responsible in work zones so our roadside workers and passing motorists, alike, can arrive safely at home to their loved ones."

With approximately 400,000 people moving to Texas each year, the price of progress can mean more than 2,500 active TxDOT work zones at any given time. Last year, 19,393 work zone crashes marked a 12-percent increase over 2013.

The top two factors of work zone crashes are failure to control speed and driver inattention. Traffic fines in work zones double when workers are present and can cost up to \$2,000.

By law, drivers are required to move over or slow down when approaching work crews, emergency vehicles or tow trucks stopped on the roadside or shoulder with flashing blue or amber lights.

During National Work Zone Awareness Week, TxDOT used its permanent message

**DRIVE SAFE IN WORK ZONES
SO WE ALL GET HOME**



...in roadway construction and maintenance zones in 2014.



The majority of fatalities in work zones were in the age range of 18 to 44.



87% of fatalities were **MOTORISTS** traveling through a work zone.

Two Leading Factors for Work Zone Crashes



FAILURE TO CONTROL SPEED



DRIVER INATTENTION

40% of fatal work zone crashes involved drivers who were driving under the influence (drugs or alcohol) or distracted.

BE SAFE. DRIVE SMART.



Information current as of February 11, 2015.

SOURCE: Texas Peace Officer's Crash Report (CR-3).

TxDOT graphic

signs along state highways and roadways to remind drivers to use caution in work zones. In addition, TxDOT launched an extensive social media campaign that, for the first time, included photos of real employees with messages pleading with drivers to use caution near work zones. ■

MARCH 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
0009-02-063	SH 78	SH 78: Shadyside Ln to SL 12; SH 352: Carmack to Pioneer	Overlay and Pavement Markings	\$2.76	\$2.56	-7.34	\$2.90	O. Trevino Construction, LLC	1
0197-04-078	US 175	Three locations (Kaufman Co.)	Landscape Development	\$0.30	\$0.28	-6.76	\$0.33	AALC, Inc.	2
0581-02-141	SL 12	SL 12: Illinois to N of Singleton; FM 1382: Victoria to E Skyline	Full Depth Repair Concrete Pavement and Overlay	\$3.14	\$2.76	-11.91	\$3.16	O. Trevino Construction, LLC	3
1051-01-042	FM 664	From N of US 287 to S of Red Oak Creek in Ovilla	Add 3-Foot Paved Shoulders	\$3.27	\$3.46	5.92	\$4.10	Endco Landscape, Inc.	4
1451-01-023	FM 55	0.14 miles S of Nash Howard Rd to US 77	Provide Additional Paved Surface Width	\$9.04	\$11.14	23.28	\$12.74	Ed Bell Constr. Co.	5
2679-03-010	FM 2514	W of FM 1378 to E of Lavon Pkwy.	Realign and Widen Highway	\$4.49	\$4.96	10.71	\$5.69	Knife River Corp. - South	6
0918-47-100*	VA	Various locations in Dallas Co.	Construct Curb Ramps	\$5.73	\$6.34	10.66	\$12.16	Ed Bell Constr. Co.	
				MARCH 2015 TOTAL	\$28.73	\$31.52	9.72	\$41.09	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$902.38	\$1,047.32	16.06		
				DALLAS DISTRICT LETTING CAP	\$1,046.87**				

*Unmapped.

**District FY 2015 Letting Vol. Cap includes the following:
1) The SH 183 Managed Lanes project for \$513 million.

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

APRIL 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0091-06-058	SH 289	State Loop 12 to Elderwood Drive	Mill concrete full depth repair, overlay & pavement	\$2.24	1
0095-02-114	US 80	US 80: Town East to Kaufman C/L; US 175: SH 310 to Kaufman C/L	Install protection	\$1.22	2
0095-11-008	FM 688	US 80 to FM 548	Spot base repair, milling, overlay & pavement	\$0.88	3
0173-05-037	SH 34	US 80 to Hunt County Line	Rehab highway and profile pavement markers	\$1.36	4
0353-04-098	SS 348	SH 161 to I-35E	Full depth repair concrete pavement	\$0.52	5
0918-22-086	CR	Richland Bend Road at Richland Bend/Whiskers Rd. at Richland Ck.	Replace bridges and approaches	\$0.91	6
0918-46-269	PW	At Ray Roberts (Isle Dubois) State Park	Rehabilitate park roads	\$1.80	7
0918-47-102	CS	W Tarrant Road at curve at Hawaii Drive	Install chevrons and overlay	\$0.14	8
2374-01-172	I-635	East of SH 121 to I-35E	Its installation	\$3.72	9
				TOTAL	\$12.79

COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1 - 31, 2015)

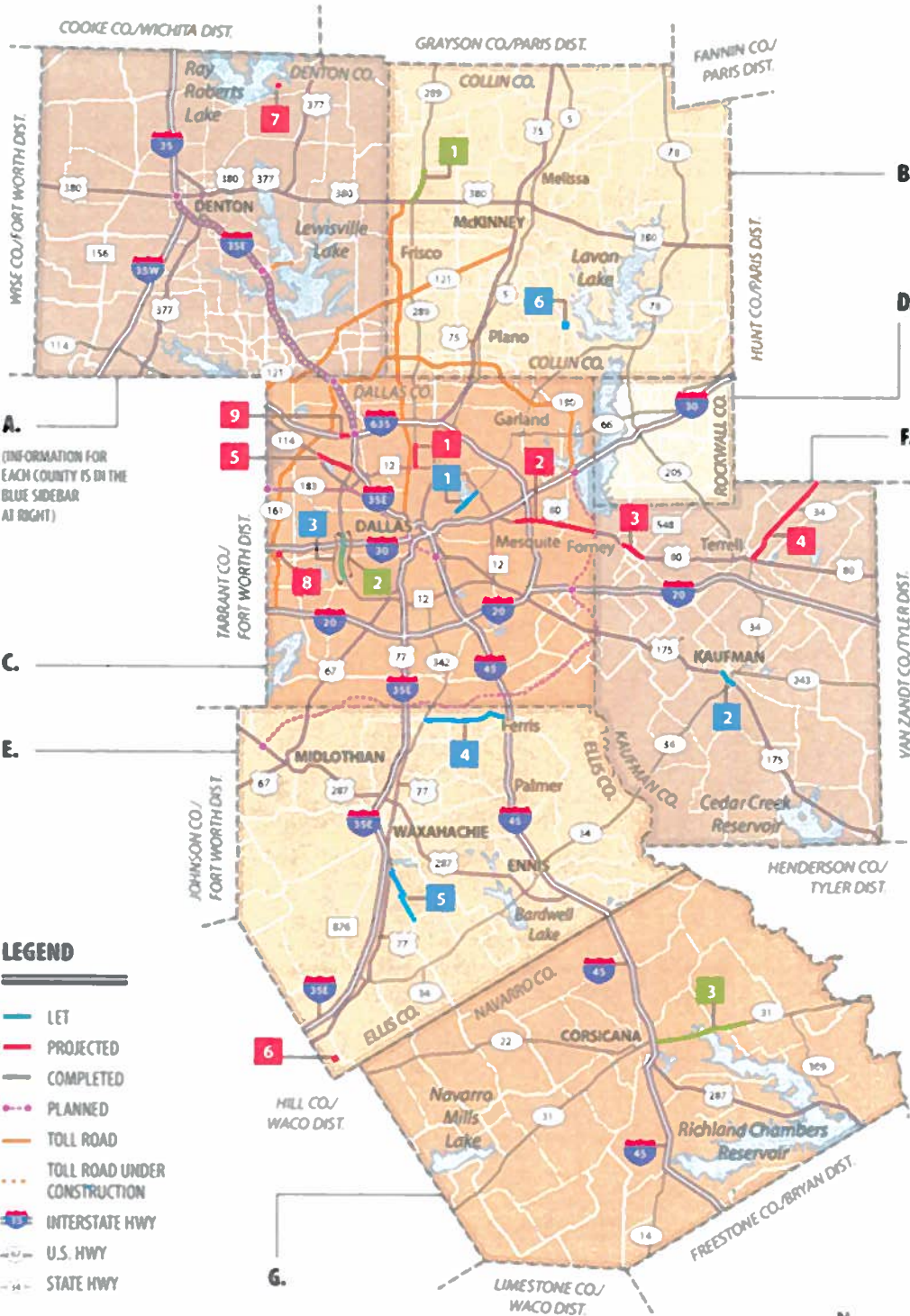
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0091-04-050	SH 289	US 380 Interchange to North of FM 1461	Widen to 6 Lane Roadway	03/26/2015	\$17.27	1
0581-02-140	SL 12	SP 408 to West Fork of Trinity River	Mill, Full Depth Repair & Overlay	03/06/2015	\$2.68	2
0163-01-061	SH 31	I-45 to FM 1393	Full Depth Repair & Overlay	03/19/2015	\$11.56	3
				TOTAL	\$31.51	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

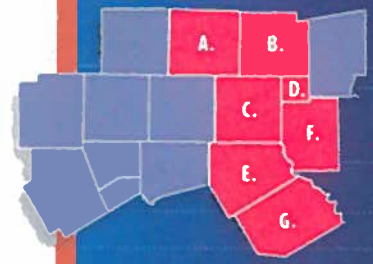
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in March, are projected to let in April or have recently been completed.



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

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

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,597,178
*POPULATION ESTIMATE | 4,259,090
LANE MILES | 10,847.34

A. | DENTON COUNTY
VEHICLE REGISTRATION: 559,501
*POPULATION ESTIMATE: 683,010
LANE MILES: 1,597.47

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 680,383
*POPULATION ESTIMATE: 804,390
LANE MILES: 1,563.69

C. | DALLAS COUNTY
VEHICLE REGISTRATION: 1,952,662
*POPULATION ESTIMATE: 2,385,990
LANE MILES: 3,440.13

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 79,075
*POPULATION ESTIMATE: 80,270
LANE MILES: 346.35

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,360
*POPULATION ESTIMATE: 152,580
LANE MILES: 1,516.77

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 103,929
*POPULATION ESTIMATE: 104,600
LANE MILES: 1,191.95

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 50,268
*POPULATION ESTIMATE: 48,250
LANE MILES: 1,190.98





From Ms. Brandi T. of DFW area, TX:
 "This is just a simple thank you! Txdot crews have been working tirelessly to make driving conditions as safe as possible during these icy conditions. Stay safe and a huge, sincere thanks!"

From Mr. Ramon P. of Mesquite, TX:
 "On 02/27 my wife and I were caught in the inclement weather. The snow made it impossible to climb up the HWY 30 East bridge before the State Fair grounds. Our car slid from the five

right lane to the first left lane. We were stranded and help seemed hours away. Mr.Veledez stopped with his HOV crew and assisted us back on the road. God Bless. Ramon."



TxDOT graphic

SOURCE: Texas Department of Transportation

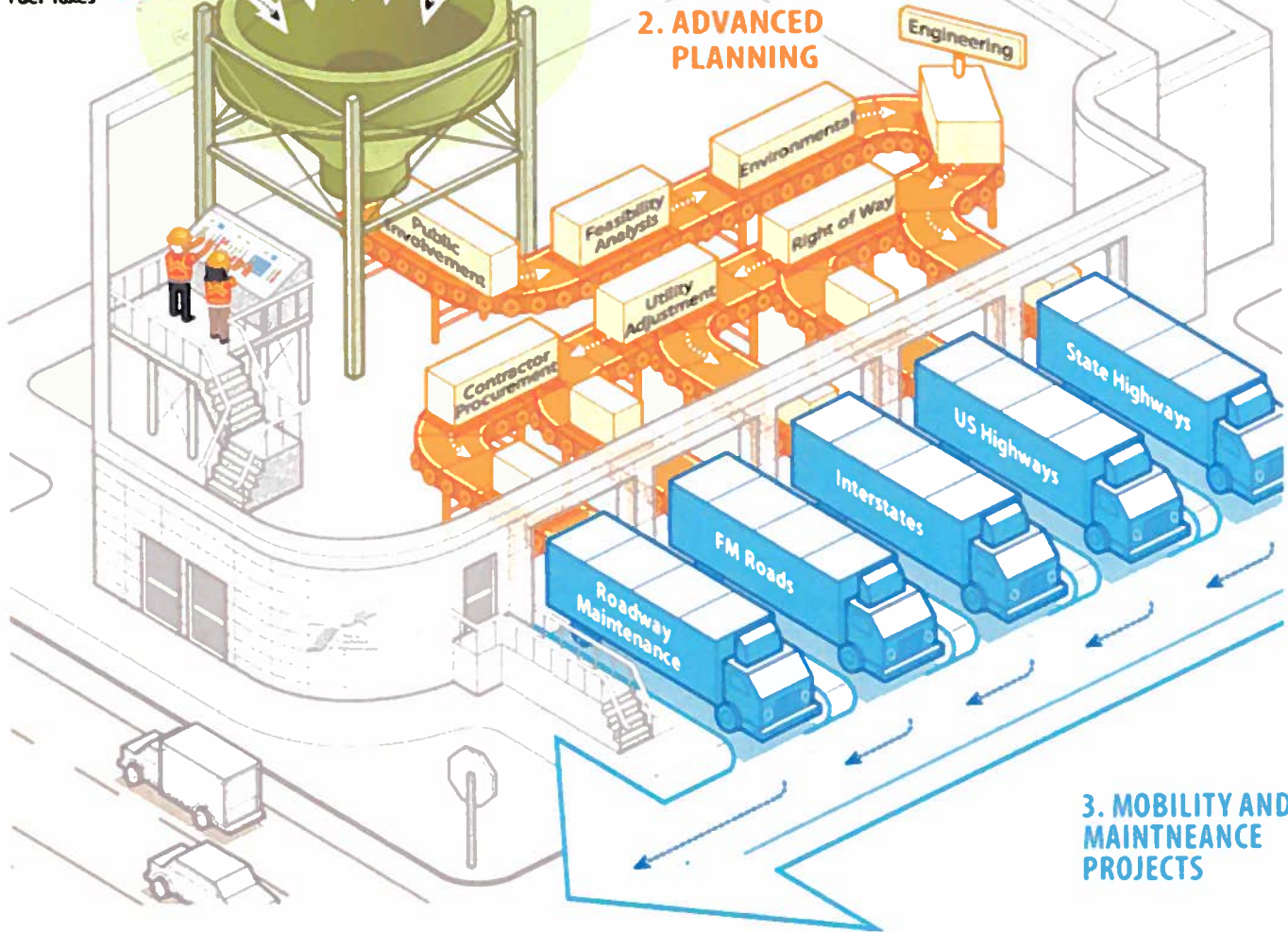
A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

1. FUNDING SOURCES



A factory-themed metaphorical take on the business of how TxDOT builds roadways:

2. ADVANCED PLANNING



3. MOBILITY AND MAINTENANCE PROJECTS

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

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

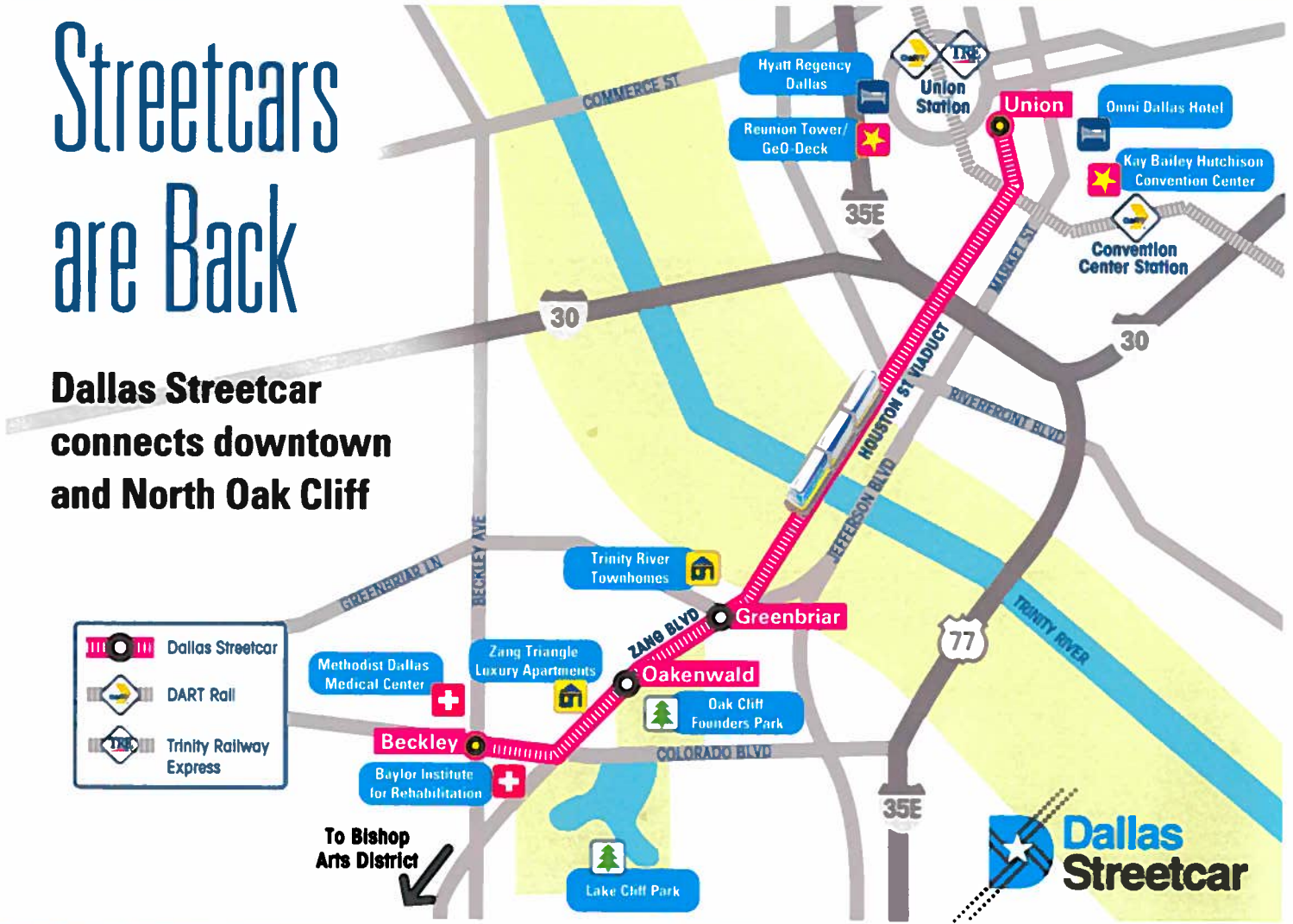


DALLAS AREA RAPID TRANSIT

Dallas Streetcar

Streetcars are Back

Dallas Streetcar connects downtown and North Oak Cliff



Service on the new Dallas Streetcar begins April 13, giving people a rail transportation option between downtown Dallas and the established, historic North Oak Cliff neighborhood.

The 1.6-mile route from downtown’s Union Station to Oak Cliff’s Methodist Dallas Medical Center marks the first phase of Dallas’ modern streetcar system. On behalf of the city, DART is overseeing the project.

“Our track record with DART Light Rail and the Trinity Railway Express gave the city of Dallas confidence that we also could successfully design, build, operate and maintain the Dallas Streetcar,” DART President/ Executive Director Gary Thomas said.

Development of Dallas’ modern streetcar was kick-started by \$26 million in Transportation Investment Generating Economic Recovery (TIGER) grants from the U.S. Department of Transportation. In

addition to the city of Dallas and DART, other project partners include the North Central Texas Council of Governments, Texas Department of Transportation and the Federal Transit Administration.

“Dallas is taking another notable step forward in its efforts to build an efficient, reliable and connected transportation network that helps grow the region’s economy and connects hard-working families to jobs and opportunity,” said FTA Acting Administrator Therese McMillan. “We’re calling on Congress to pass a long-term transportation bill that will make more projects like the Dallas Streetcar a reality.”

DART awarded the design-build contract for this first phase to the joint venture of Stacy and Witbeck/CARCON Industries. The streetcars were designed and manufactured by Pennsylvania-based Brookville Equipment Corporation.

Infrastructure encourages economic development

The Union Station-to-Oak Cliff starter line traverses the Trinity River corridor, which separates southern Dallas from the city's largest employment centers. Specifically, the project targets commuters in mixed-use districts adjacent to downtown and helps connect them to transportation choices in the city center.

"Public transportation – such as DART and the TRE, combined with the creation and extension of the streetcar systems – is imperative to providing alternative transportation options that improve regional mobility and create more sustainable lifestyles," said Mike Cantrell, chairman of the NCTCOG's Regional Transportation Council.

The area within a two-mile radius of the streetcar line is considered economically disadvantaged, as defined by federal law. Providing better land use/transportation connections will reduce dependence on automobile travel, freeing income for other uses. The streetcar project is an integral part of the city's economic expansion initiatives in this historically low-income, minority community.

"Southern Dallas is the single greatest opportunity for economic growth in North Texas," Dallas Mayor Mike Rawlings said. "The availability of transit alternatives, such as the streetcar, will increase development potential and attract new businesses."

Construction uncovered old track

The 100-year-old Houston St. Viaduct is listed on the National Register of Historic Places, and rehabilitation required coordination with the Texas Historical Commission.

The city uncovered the original 1912 plans for the Houston Street Viaduct, which show that the bridge's 44-foot-wide roadway originally included space for two interurban trains. The rails were never laid. Almost 100 years later, the Dallas Streetcar line will fulfill that original intent.

To avoid placing an overhead catenary system on the historic bridge, the vehicles feature a battery power system allowing them to run "off wire" for almost a mile as they cross over the Trinity River corridor.

During rail construction on Colorado Boulevard, crews discovered a figurative time capsule hidden in the road. Underneath the pavement were girder and T-rail tracks dating to an old interurban system.

Because the tracks were caked in concrete from the demolition, crews were unable to find markers to determine the exact age. DART Streetcar Projects Director Jay Kline speculated the tracks could be up to 100 years old.



The Dallas Streetcar vehicles, designed and built by Brookville Equipment Corp. of Pennsylvania, will be the first dual-mode streetcars built in the U.S.

Riding the Dallas Streetcar

Cost: Free

Operating Hours: Monday-Friday
5 a.m.-7 p.m.

Frequency: 20 min. Peak
30 min. Off-Peak

Stops: Union Station
Greenbriar
Oakenwald
Beckley

Future expansion coming

The second phase, which extends the route to the shopping and dining of Oak Cliff's Bishop Arts District, is expected to be completed by early 2016. The third segment, currently in planning, will expand the streetcar line to the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel.

Once the starter line is complete, DART will be able to reduce the level of bus service along the streetcar alignment, which will prolong the life cycle of the roadways in the area.

DART and the city also are developing a plan for a route through the Central Business District that would connect the Dallas Streetcar's downtown-to-Oak Cliff line with the heritage M-Line Trolley, which serves the Dallas Arts District and Uptown. This connector would enhance transit access and capacity within downtown, extending the reach of the DART Rail System.

"As the Dallas Streetcar system expands, it will make public transportation available to hundreds of thousands of riders who wish to live a more urban day-to-day lifestyle and make transit a way of life," Thomas said.

DFW CONNECTOR TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

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. The project featured a combination of new mainlanes, frontage road lanes and managed lanes. The initial project reached final acceptance in March 2014.

Funding constraints required some original DFW Connector segments to be deferred. However, in early 2013, TxDOT was able to identify funding for the FM 2499 section and in September 2014, funding for new SH 121 and SH 360 ramps.

FM 2499 work includes rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. These new lanes will be built below grade level and will allow commuters to bypass the intersections of Stars and Stripes Way and Grapevine Mills Blvd.

The SH 121/SH 360 ramp project will construct new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360 at the south end of the DFW Connector Project.



FM 2499 from SH 121 to Grapevine Mills Blvd.

NorthGate Constructors photo archives

PROJECT HISTORY/TIMELINE

- Texas Transportation Commission authorized request for CDA proposals: March 2006
- CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- TxDOT identified \$90 million in funding for FM 2499 in January 2013
- TxDOT signs \$17 million contract for the SH 121/360 ramp project
- FM 2499 construction began in August 2013

FM 2499 PROJECT PROGRESS

- Opening the new Stars and Stripes Way bridge over FM 2499 by mid-May
- Working on the south side of the Grapevine Mills Blvd. bridge
- Constructing the new southbound FM 2499 bridge over Denton Creek
- Performing drainage, grading and walls work on the new FM 2499 mainlanes throughout the project.

SH 121/360 RAMP PROGRESS

- Performing initial dirt work
- Constructing two new bridges near William D. Tate Avenue: a bridge over the exit ramp to Hall-Johnson Road and a bridge over Stone Myers Parkway

FM 2499 PROJECT FACTS (IMPROVEMENTS BY 2017)

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built 25-30 feet below the existing grade level, allowing commuter traffic to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 MILLION (FUNDED ENTIRELY BY TxDOT)

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

RIGHT OF WAY (ROW) AND UTILITIES

- ROW acquisition and utility relocation is complete.

CONSTRUCTION DATES

- FM 2499 construction started: August 2013
- FM 2499 substantial completion: 2017

SH 121/360 PROJECT FACTS (IMPROVEMENTS BY 2017)

COST

- \$17 million

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: 2017

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NUMBER OF NON-TOLL LANES (WIDEST POINTS):

- Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
- Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport's north entrance

MANAGED LANES

- Four miles in length, two in each direction on SH 114
- Dynamic pricing began Jan. 3, 2015

COST: \$1 BILLION (FUNDED ENTIRELY BY TxDOT)

- TxDOT: \$696 million; American Recovery and Reinvestment Act funds: \$261 million; Proposition 14 bonds: \$17.2 million; Proposition 12 bonds: \$32 million
- ROW: \$127 million (Prop 14 funds)

CONSTRUCTION DATES

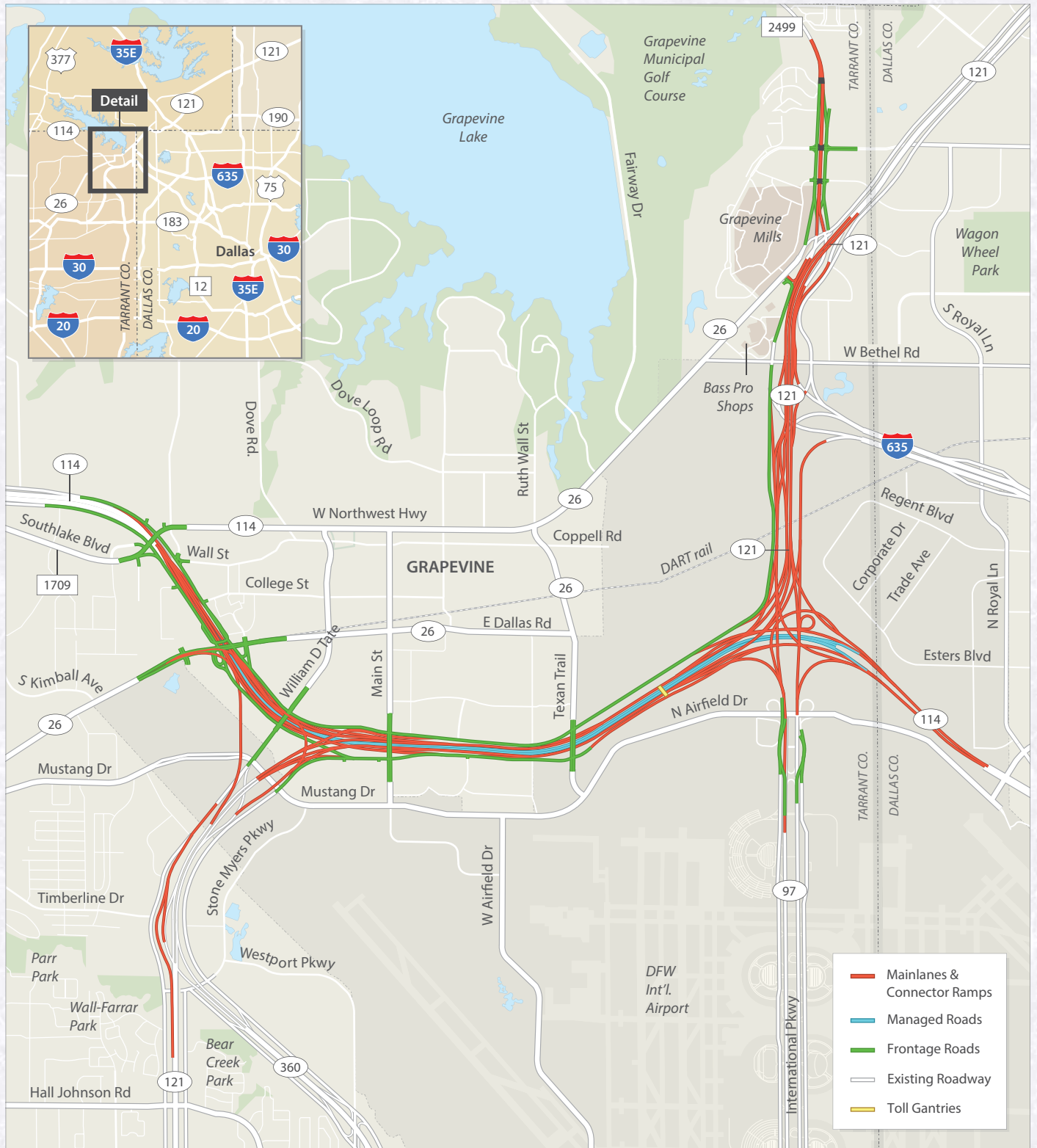
- Original phase construction started: February 2010
- Original phase final acceptance: March 2014

ULTIMATE PROJECT DETAILS (CONFIGURATION 3, UNFUNDED)

- Length: 14.4 miles (five miles of additional construction)
- Total project cost: \$2.1 billion (\$1 billion unfunded; cost includes right of way, utilities, construction, etc.)

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Design-build CDA with TxDOT funding the entire project cost
- NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements
- NTTA provides toll collection services. Toll policy set by the region. TxTAG, TollTag and EZ TAG transponders work on this project.



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

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



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



Project website:
www.dfwconnector.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

Kristen Stieg
 Public Information Manager
 NorthGate Constructors
 7651 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 214-320-4481

NORTH TARRANT EXPRESS (NTE)

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The North Tarrant Express (NTE) rebuild some of northeast Tarrant County's most congested highways. Construction started in late 2010 and completed in October 2014 -- nine months ahead of schedule. The project was designed and built concurrently by NTE Mobility Partners (NTEMP) and Bluebonnet Contractors (BBC), shaving several years from the project schedule. Completed, the project provides eight to 10 lanes on Interstate 820 (I-820) and State Highways (SH) 121 and 183. The project improves mobility by almost doubling the existing road capacity with a combination of general highway lanes and continuous frontage roads, along with managed toll (TEXpress) lanes that use dynamic pricing to keep traffic moving at 50 mph. As the first comprehensive development agreement (CDA) project signed in North Texas, the NTE has leveraged a \$573 million TxDOT investment into a \$2.5 billion infrastructure redevelopment project that reaches from north Fort Worth to near DFW Airport.



Pictured above: North Tarrant Express

Courtesy of NTE

PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorizes request for CDA proposals: March 2006
- CDA executed: June 23, 2009
- Financing obtained: December 17, 2009
- Approval to begin detailed work: December 31, 2009

PROJECT PROGRESS

- The NTE project reached substantial completion in October 2014, nine months ahead of schedule
- A ceremony to celebrate substantial completion was held on Saturday, October 4, 2014
- The TEXpress lanes opened on October 4, 2014 -- to learn more about the lanes visit www.texpresslanes.com
- The project reached final acceptance on January 20, 2015

PROJECT FACTS

LENGTH

- Segment 1 (I-820 from I-35W to Northeast interchange): 6.4 miles
- Segment 2 (Northeast interchange to Industrial Blvd.): 6.9 miles

LANES (EACH DIRECTION)

- Segment 1: Two surface-level managed lanes in median (an additional main lane by 2030)
- Segment 2: Two managed lanes (third managed lane by 2030)
- Estimated initial travel cost: 10 to 25 cents per mile (low traffic), 45 to 75 cents per mile (peak hour)

RIGHT OF WAY (ROW)

- Almost 400 parcels identified, all parcels purchased for and held in the name of the State of Texas. All parcels were closed by deed or award of payment.

CONSTRUCTION DATES

- Construction started: November 22, 2010
- Substantial completion: October 2014 (nine months ahead of schedule)
- Final acceptance: January 20, 2015

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA

TxDOT owns the project; NTEMP to build, finance, operate and maintain project

TERM: 52 years (started in 2009)

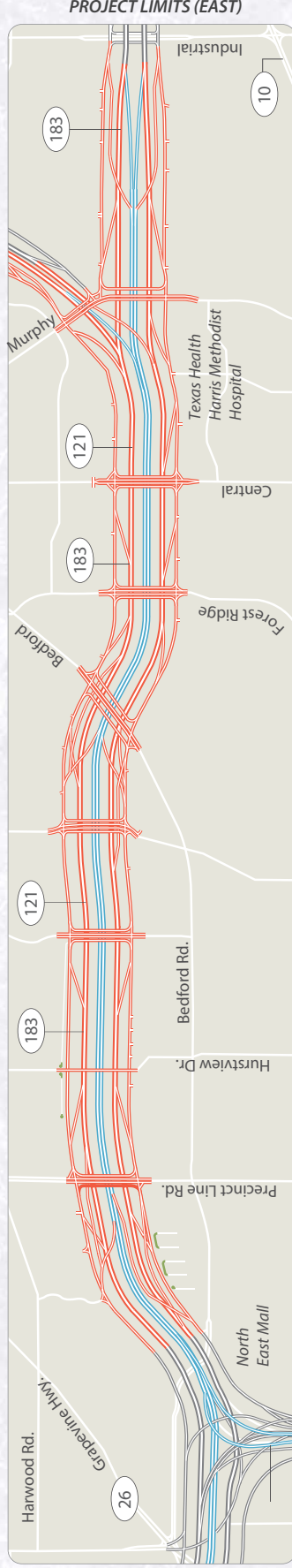
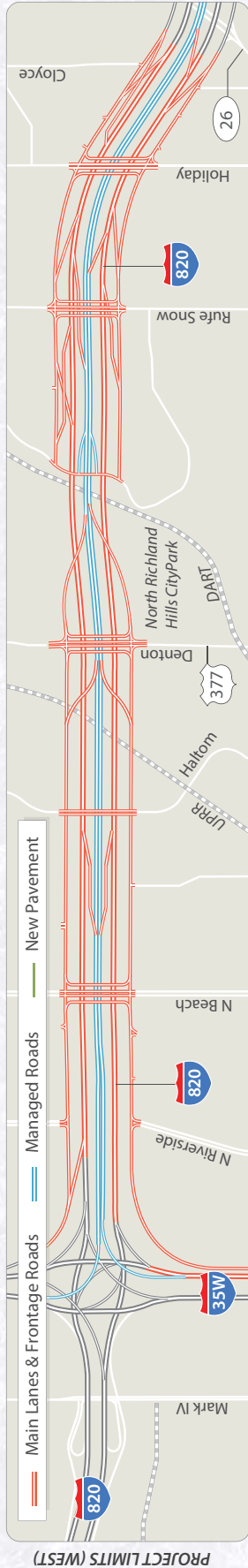
CONSTRUCTION:

\$2.05 billion (\$573 million TxDOT/public funds; \$426 million NTEMP equity; \$400 million private activity bonds (PABs); \$650 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan)

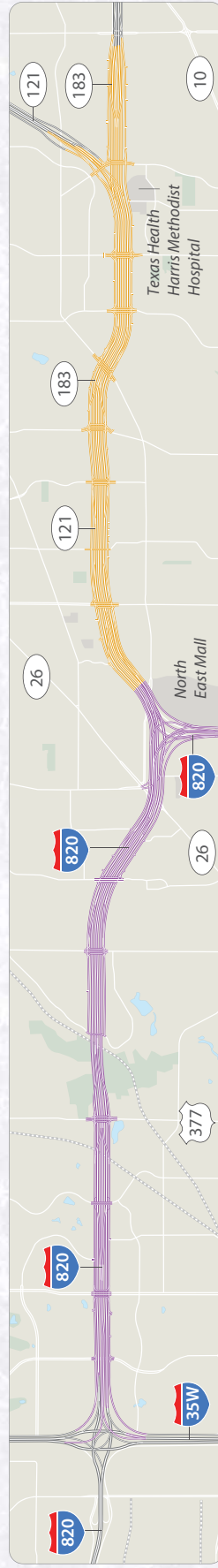
OPERATIONS AND MAINTENANCE:

- \$444 million (2009 dollars)
- Estimated annual routine maintenance costs (FY 2009) assumed by developer: \$1.18 million
- NTEMP Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTAG, TollTag, and EZ TAG electronic transponders will work on this project

DFW STRATEGIC PROJECTS OFFICE



ENTIRE PROJECT AREA:



NOTE: Project areas are not drawn to scale in order to emphasize details.

Configuration as proposed in Regional Mobility 2030 Plan**

SEG* Roadway and Limits	Existing lanes (Each dir.)	Frontage lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
1 I-820 from I-35W to Northeast Interchange including managed lane direct connections at the I-35W interchange	2	2 ^Δ	2	2 ^Δ
2W SH 183 from the I-820 Northeast interchange to the SH 121/SH 183 split	3	2 ^Δ	3 ^{ΔΔΔ}	3 ^{ΔΔΔ}

*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.
^Δ Discontinuous. ^{ΔΔ} Continuous. ^{ΔΔΔ} Developer will fund and construct by 2030.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE

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

Project website:
www.northtarrantexpress.com
www.txdot.gov
Keyword: "North Tarrant Express"
Project Hotline:
 888-NTE-2015

Robert Hinkle
 Director of Corporate Affairs
 North Tarrant Express Mobility Partners
 9001 Airport Freeway
 North Richland Hills, TX 76081
 817-770-0500

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 214-320-4481

INTERSTATE 35W

TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number eight 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 two TEXpress (managed toll) lanes in each direction. The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) will construct Segment 3B, from north of I-820 to north of US 81/287, and will add two TEXpress Lanes on Segment 3C, from north of US 81/287 to Eagle Parkway. I-35W carries 141,000 vehicles daily near downtown Fort Worth and 145,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Feb. 2015 -- Expansion work on I-35W at 28th Street.

TxDOT photo archive

PROJECT HISTORY/TIMELINE

- CDA conditionally awarded to NTEMP: January 29, 2009
- NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B on July 6, 2011
- The U.S. Department of Transportation announced on April 24, 2012 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
- TxDOT awarded a contract for 3B to Lane Construction in Sept. 2012
- A facility agreement between TxDOT and NTEMP3 was signed on March 1, 2013 and financial close occurred on Sept. 19, 2013
- Texas Transportation Commission allocates \$130 million to Segment 3C in June 26, 2014

PROGRESS

- The 3A portion (I-30 to I-820) started utility relocation in early 2014. Major construction started in fall 2014.
 - Design is 96 percent complete
 - Reconstructing the northbound I-35W frontage road north of Meacham Blvd. with expected completion in summer 2015
 - Detouring westbound I-820 access to Meacham Blvd. to Mark IV Pkwy.
 - Setting beams and deck panels on the northbound I-35W frontage road north of Meacham Blvd.
- Construction on the 3B portion of the project (I-820 to North Tarrant Parkway) started in April 2013.
 - Constructing two new frontage road bridges across Fossil Creek
 - Reconstructing Western Center Blvd.
 - Completing construction of a new southbound exit to Western Center Blvd.
- TxDOT is developing construction plans for 3C (I-35W from north of US 81/287 to north of Eagle Pkwy) and taking bids in late 2015.

PROJECT FACTS

LENGTH

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

MANAGED LANES

- Segments 3A & 3B: Two northbound and two southbound lanes
- Segment 3C: One northbound and one southbound lane
- Maximum initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
 - Segment 3B: \$200 million
 - Segment 3C: \$130 million (Construction cost only)
- (Costs include design/construction, right of way, utilities, tolling/ITS and financing)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$277 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$45.7 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6
- Segment 3C: \$130 million Category 12

RIGHT OF WAY

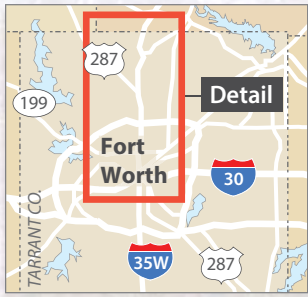
- Segment 3A: Acquisition is 80 percent complete
- Segment 3B: Acquisition complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Est. letting - Late 2015

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Segment 3A: Concession CDA -- TxDOT owns the project; NTEMP3 to build, finance, operate and maintain project
- Segment 3B: TxDOT owns the project and will design, build and finance; NTEMP3 to operate and maintain following construction
- NTEMP3 Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EZ TAG electronic transponders will work on this project



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

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

Interim Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		1
Frontage lanes (Each dir.) ^^		2

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

General purpose lanes (Each dir.)		3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

SEG* Roadway and Limits

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

Interim Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

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

General purpose lanes (Each dir.) ^^^		4
Managed lanes (toll) (Each dir.)		2 - 3
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

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

Interim Configuration

General purpose lanes (Each dir.)		2 - 3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

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

General purpose lanes (Each dir.) ^^^		4
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^	
--------------	-------------------------	--

* 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 general purpose lanes. ^^^^ Currently not funded. Ultimate capacity remains a priority to the region.

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



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



Robert Hinkle
 Director of Corporate Affairs
 North Tarrant Express Mobility Partners
 9001 Airport Freeway
 North Richland Hills, TX 76081
 (817) 710-0500

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 320-4481

LBJ EXPRESS

TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The LBJ Express project will rebuild one of the busiest and most congested highways in North Texas by 2016. Construction began in early 2011. The project is being designed and built concurrently, shaving several years from the project schedule. When complete, it will provide improved mobility by almost doubling the existing roadway capacity. LBJ Express will feature a combination of four main lanes and two to three continuous frontage roads in each direction, along with three managed toll lanes in each direction that will use fluctuating, congestion managed tolling to keep traffic moving at a goal of 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) will leverage a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.



Looking westbound at the construction on the depressed TEXpress Lanes on LBJ Express looking west at the Rosser Road pedestrian bridge.

PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorized request for CDA qualifications: March 2006
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010

PROJECT PROGRESS

- The project infrastructure is 95.61 percent complete.
- Completed eastbound frontage roads between Welch and Coit
- Completed general purpose lanes east of Preston to US 75
- Two segments of the TEXpress managed lanes are open: 3.60 miles from Loop 12 to Valwood Parkway along I-35E; and 3.16 miles from west of Greenville to east of Preston Road
- Cross-street bridges over the TEXpress Lanes at Midway Road, Webb Chapel and Valley View are open
- New eastbound frontage road from Marsh to Midway opened
- Eastbound exit to Marsh Lane to re-open April 2015 after long-term closure
- Westbound Midway bypass to open in permanent condition in May 2015
- White Rock Creek Trail completed
- Sound wall construction completed
- Cross-street bridges over the general purpose lanes are complete at Preston, Montfort, Welch, Marsh and Rosser
- Bypass Lanes: Both EB and WB at Park Central are open; both EB and WB at Webb Chapel and Josey Lane are open
- WB exit to Marsh opened in March 2015
- A new website went live November 2013 at www.LBJExpress.com
- LBJIG is responsible for operations and maintenance on the project. Call **214-960-5711** for assistance

PROJECT FACTS

LENGTH:

- I-635 from E of Luna Road to Greenville Ave.: Approx. 10.7 mi.
- I-35E from S of SL12 to S of Valwood Pkwy.: Approx. 5.8 mi.

MANAGED LANES (EACH DIRECTION)

- Total managed lanes: Length: 13.3 miles (I-635: Three lanes below surface level in median area; I-35E: Two-lane elevated ramps from Loop 12 to I-635)

RIGHT OF WAY (ROW) AND UTILITIES

- All parcels are acquired and are held in the name of the State of Texas and LBJIG continues to coordinate utility relocations. Utilities are 99 percent complete

CONSTRUCTION DATES

- Construction began in spring 2011 with an anticipated substantial completion date of 2015

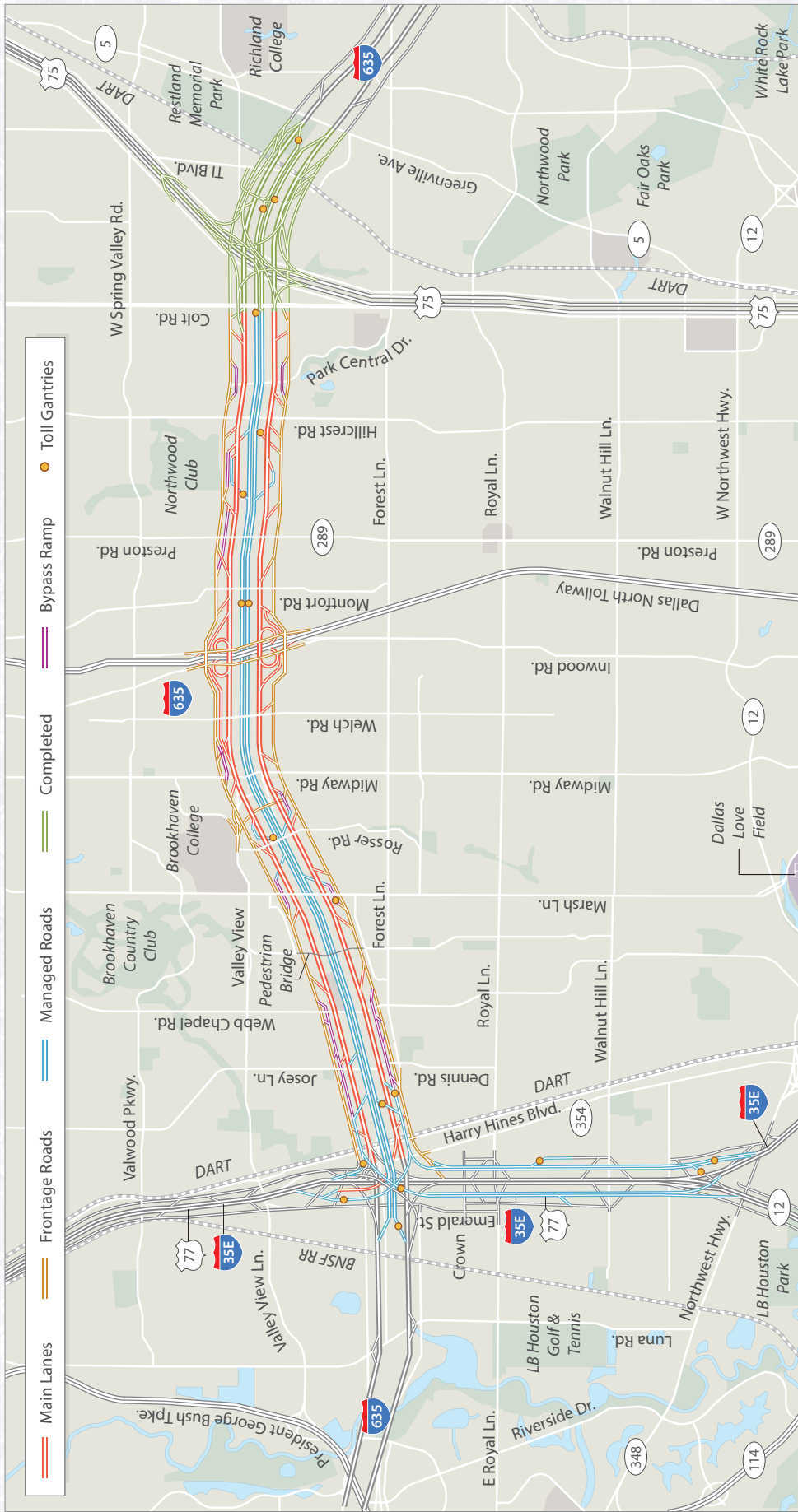
COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA: TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

TOTAL PROJECT CONSTRUCTION COST: \$2.6 billion (\$490 million TxDOT/public funds; \$664 million equity from LBJIG; private activity bonds (PABs), \$615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, \$850 million

OPERATIONS AND MAINTENANCE: \$500 million (2008 dollars)

- Estimated annual routine maintenance costs (FY 2009) assumed by Developer: \$1.7 million
- LBJIG partners: Cintra U.S., Meridiam Infrastructure Finance, and Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services for the TEXpress Lanes. Toll policy set by the region. TxTag, TollTag and EZ TAG electronic transponders accepted in these lanes.



Configuration as proposed in Regional Mobility 2030 Plan

Roadway and Limits	Existing lanes (Each dir.)	HOV lanes (Each dir.)	Frontage lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
I-635 from Luna Road to east of U.S. 75	4	1	2*	2-3	2-3**
I-35E from Loop 12 to I-635	5	0	0	2-3	2-3 ^{AAA}

NOTE: Project area is not drawn to scale in order to emphasize details. * Discontinuous. ** Continuous. ^{AAA} I-35E frontage roads not funded.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE



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

Dia Kuykendall
 Director of Corporate Affairs
 LBJ Infrastructure Group
 4545 LBJ Freeway
 Dallas, TX 75244
 972-239-5000

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 320-4481



Project websites: www.LBJExpress.com;
TEXpress Customer Care: 877-LBJ-EXPY (877 525-3979)
Project Hotline: 214-960-5711

HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLASDISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding. The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as 2017.



Looking west/southwest at the downtown Dallas mixmaster. Interstate I-30 on the right, I-35E on the left.

TxDOT photo archive

PROJECT HISTORY

- December 2011 – Issue Request for Qualifications
- February 2012 – Receive Qualifications
- March 2012 – Short List
- April 2012 – Draft Request for Proposals
- May/June 2012 – One-on-One Meetings
- July 2012 – Issue Final RFP/One-on-One Meetings
- August 2012 – Public Hearing
- September 2012 – Federal Environmental Clearance
- October 2012 – Receive Final Proposals
- November 2012 – Conditional Award/Selection
- February 2013 - Contract Execution
- Groundbreaking ceremony on April 27, 2013 in downtown Dallas

THE ENVIRONMENTAL

- Study was 100 percent complete as of September 2012. Finding of No Significant Impact (FONSI) issued September 18, 2012

PURPOSE AND NEED

- Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day
- Ranked in the 20 most congested roadways in Texas
- Rapid deterioration of bridges built in the 1930s and 1950s
- Increasing maintenance and repair costs in recent years
- Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns

PROJECT FACTS

- Replace I-30 and I-35E bridges over the Trinity River
- Length: Five miles
- Cost: \$798 million (\$715 million Design-Build Contract; \$83 million, other project costs)
- Completion Date: Early 2017

PROJECT PROGRESS

- Construction continues for Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. All four abutment pedestals are complete. Crews continue to install steel segments for the eastbound arch.
- Work continues on the new eastbound and westbound I-30 frontage road and bridges between Sylvan Avenue and Riverfront Boulevard
- Traffic from northbound I-35E to eastbound I-30 was shifted onto the new northbound frontage road bridge on March 7. Northbound I-35E thru traffic will be shifted on to the same bridge in a few months.
- Work continues on the new southbound I-35E frontage road bridge from Colorado Boulevard to Riverfront Boulevard.
- Construction of various bridges is well-underway throughout the Mixmaster, including the westbound I-30 direct connector to southbound I-35E and the eastbound I-30 direct connector to Commerce Street.
- Commuters can connect with the project on the project website at: www.dallashorseshoe.com; Facebook: at www.facebook.com/dallashorseshoe; Twitter: www.twitter.com/dallashorseshoe; or text "dallashorseshoe" to 31996 for text alerts.

FUNDING

- \$604.7 million - Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)
- \$7 million - Prop 14 (Anticipated)
- \$21.4 million - SH 121 RTR
- \$106.3 million - Cat 10 HPS/DEMO Earmarks
- \$75 million - Cat 6 Federal Bridge
- \$4.45 million - Cat 7 STP-MM

0408_040215



Preliminary Horseshoe Schematic (April 2012)



TxDOT graphic

PROJECT CONTACTS



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

Katrina Keyes
 Public Relations Director
 TxDOT Horseshoe Project
 Office: 214-599-9766
 Kkeyes@kstrategies.com
 www.dallashorseshoe.com

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 214-320-4481



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes. The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Looking north at the Belt Line Road interchange construction in Carrollton.

AGL photo

PROJECT HISTORY

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Express Lane Demonstration Program approval by Federal Highway Administration: Sept. 30, 2009
- The Senate Bill (SB) 1420 Committee determined in March 2012 that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- Request for Qualifications (RFQs) issued 1/23/12; received 3/23/12
- Request for Proposals (RFPs) issued July 13, 2012; received Nov. 12, 2012
- AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract on Dec. 13, 2012
- Contract Executed: May 17, 2013
- TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design in May 2013 and NTP 2 for construction in Sept. 2013
- Construction began in late October 2013

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: Dec. 28, 2011-south segment; Jan. 28, 2011 - middle segment Jan. 31, 2012 - north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: Feb. 15, 2013 - south segment; April 18, 2013 - middle segment; March 11, 2013 - north segment

PROJECT FACTS

- South segment (I-635 to Pres. George Bush Turnpike - PGBT): 7.5 miles
- Middle segment (Pres. George Bush TP to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: N of SH 121 to US 380
- Two reversible managed toll lanes from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake

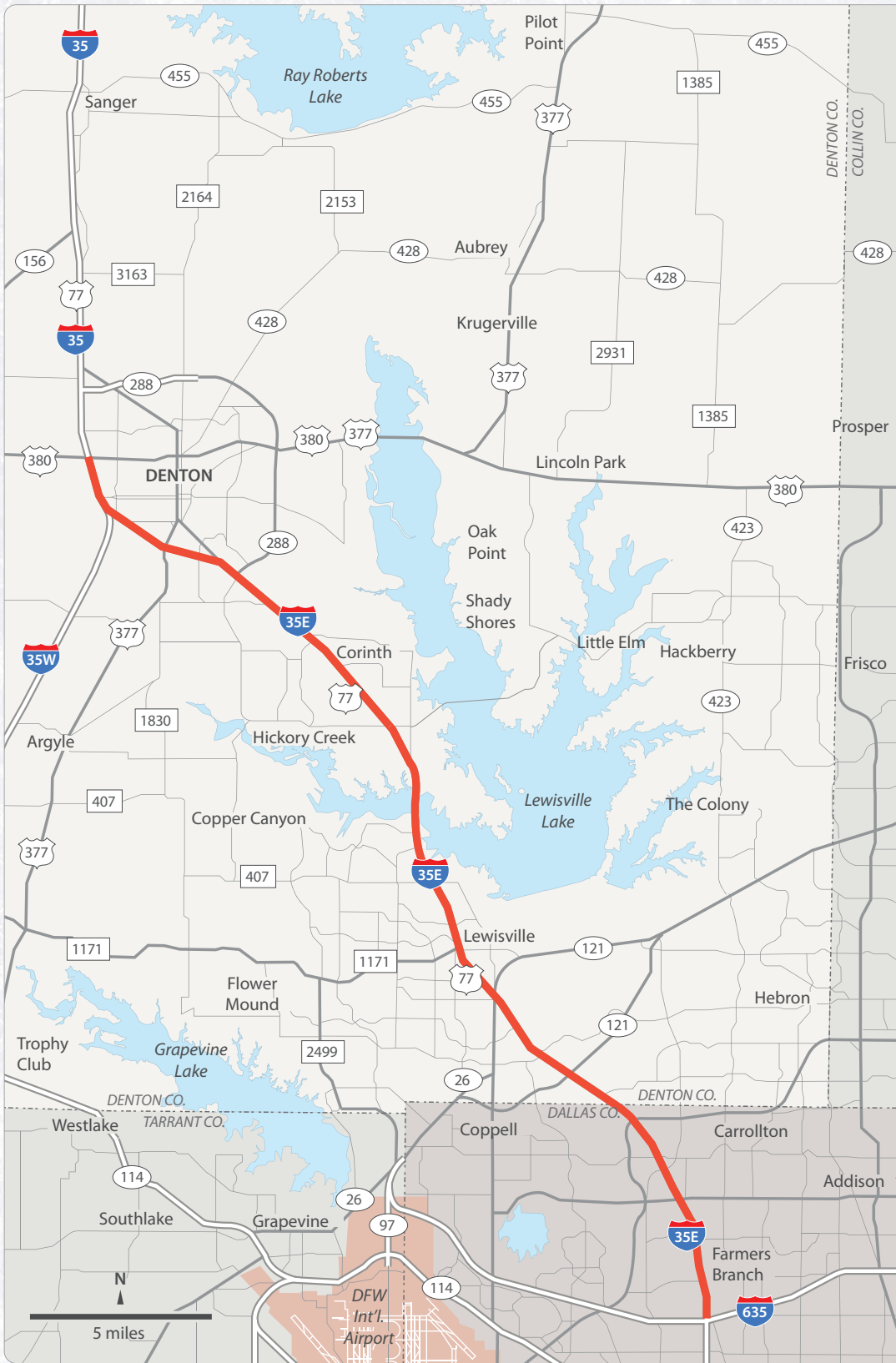
- Belt Line Road intersection reconstruction
- Intersection improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- Substantial completion: Mid 2017

PROJECT PROGRESS

- Construction of the new I-35E bridge over Belt Line Rd and adjacent railroads continues. Associated utility relocations and drainage work also continue.
- Bridge construction of the new direct connector from westbound SH 121 to northbound I-35E is progressing.
- Construction continues on the new I-35E bridge over Timber Creek, just north of Round Grove Road/FM3040.
- Reconstruction of the I-35E-FM 407 interchange continues. The existing FM 407 bridge over I-35E is anticipated to be demolished in 2015-Q2. When finished, I-35E to go over a widened FM 407.
- Early work on full reconstruction of the Garden Ridge Blvd bridge over I-35E has begun. When finished, a widened Garden Ridge Blvd bridge will continue to go over I-35E as it does today.
- Work continues on the new Lewisville Lake bridge, with beam placement to accelerate in 2015-Q1. When finished and in conjunction with existing bridge over Lewisville Lake, there will be additional mainlanes, continuous frontage roads, TExpress managed lanes and hike-bike trails.
- The Corinth Parkway bridge was demolished in February 2015. I-35E will be reconstructed to go over a widened Corinth Parkway.
- Demolition of one half of the Fox Avenue Bridge was completed in March 2015.

FUNDING

- Base scope and seven additional options = \$1.4 billion for Phase 1
- Federal - \$460 million; State - \$979 million (includes \$534 million in RTR funds, and \$285 million in RTR backstop funds for options, totaling \$819 million from RTR funds). Pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan approval, the Federal amount will increase and the State amount will decrease; Local - \$14 million



NOTE: Highlighted areas are not to scale.

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim** frontage road lanes (Each dir., 2016)	Interim** general purpose lanes (Each dir., 2016)	Interim** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
South: North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
Middle: President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
North: Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

* Discontinuous. ** PG&T to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor. TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
 4777 East Highway 80
 Mesquite, TX 75150
 214-320-6100
 Project Website: www.35Express.org



Kimberly Sims
 AGL Constructors
 Public Information Coordinator
 2420 S. Stemmons Frwy
 Lewisville, TX 75067
 214-483-7778

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 E. Highway 80
 Mesquite, TX 75150
 214-320-4481

MIDTOWN EXPRESS

TxDOT PROJECT TRACKER



OVERVIEW

The Midtown Express, formerly SH 183 Managed Lanes Project, 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 a day. Plans for the interim project will increase 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 designed to keep traffic moving at 50 mph. Construction of the interim improvements will begin this year.



State Highway 183 Corridor

TxDOT photo archives

PROJECT HISTORY/TIMELINE

- Major Investment Study for future expansion: 1998-2000
- Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002

ENVIRONMENTAL REVIEW STATUS

- SH 183 schematic for 2+2 and 3+3 managed lanes in Dallas County was approved in 2012
- SH 183 schematic for 3+3 managed lanes in Tarrant County was approved in 2009
- SH 114 schematic for 2+2 managed lanes (Dallas County) was approved in 2009
- Loop 12 schematic for 2R managed lanes (Dallas County) was approved in 2002
- Original environmental approval(s) by Federal Highway Administration (FHWA): SH 183 EAs: FONSI-2004 and 2009, Re-evaluations-2011 and 2012; Loop 12: FONSI-2002, Re-evaluation-2008; SH 114: FONSI-2009
- FHWA Environmental Re-evaluations: SH 183 (Dallas County), Loop 12, and SH 114, were approved April 17, 2014
- SH 183's (Section 2E - Tarrant County) re-evaluation was approved by the FHWA on March 11, 2014
- Initial Section 408 permit submittal gained concurrence by US Army Corp. of Engineers on July 21, 2014

PROJECT PROGRESS

- Southgate Mobility Partners (SGMP) was given conditional award on May 29, 2014
- Financial Public Hearings were held simultaneously on June 24, 2014 in Dallas County and in Tarrant County
- The contract between TxDOT and SGMP was executed on November 20, 2014 and the project reached Notice to Proceed 1 (NTP1) on December 2, 2014.
- SGMP conducted a Public Meeting on March 19th to present design changes in Segment 2E.
- A groundbreaking celebration and open house are being planned for April.
- Website was launched (www.drivemidtown.com) and the hotline was activated (844-4-183-114) for the project.

PROJECT FACTS (INTERIM)

LENGTH

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

COST (Shown in 2014 dollars)

- Interim: \$847.6 million (Design and Construction)
- Ultimate: \$3.8 billion

EARLY PROJECTS

- Eastbound frontage road, Irving Blvd. Connection to William Brewster Dr. and sound walls: \$8 million (construction cost), complete
- SH 114/LP 12 Diamond Interchange (interim): \$240 million (construction cost), complete
- Initial right-of-way (ROW) acquisition: \$298 million

MIDTOWN EXPRESS PROPOSED PROJECT PHASES

INTERIM – Estimated substantial completion 2018

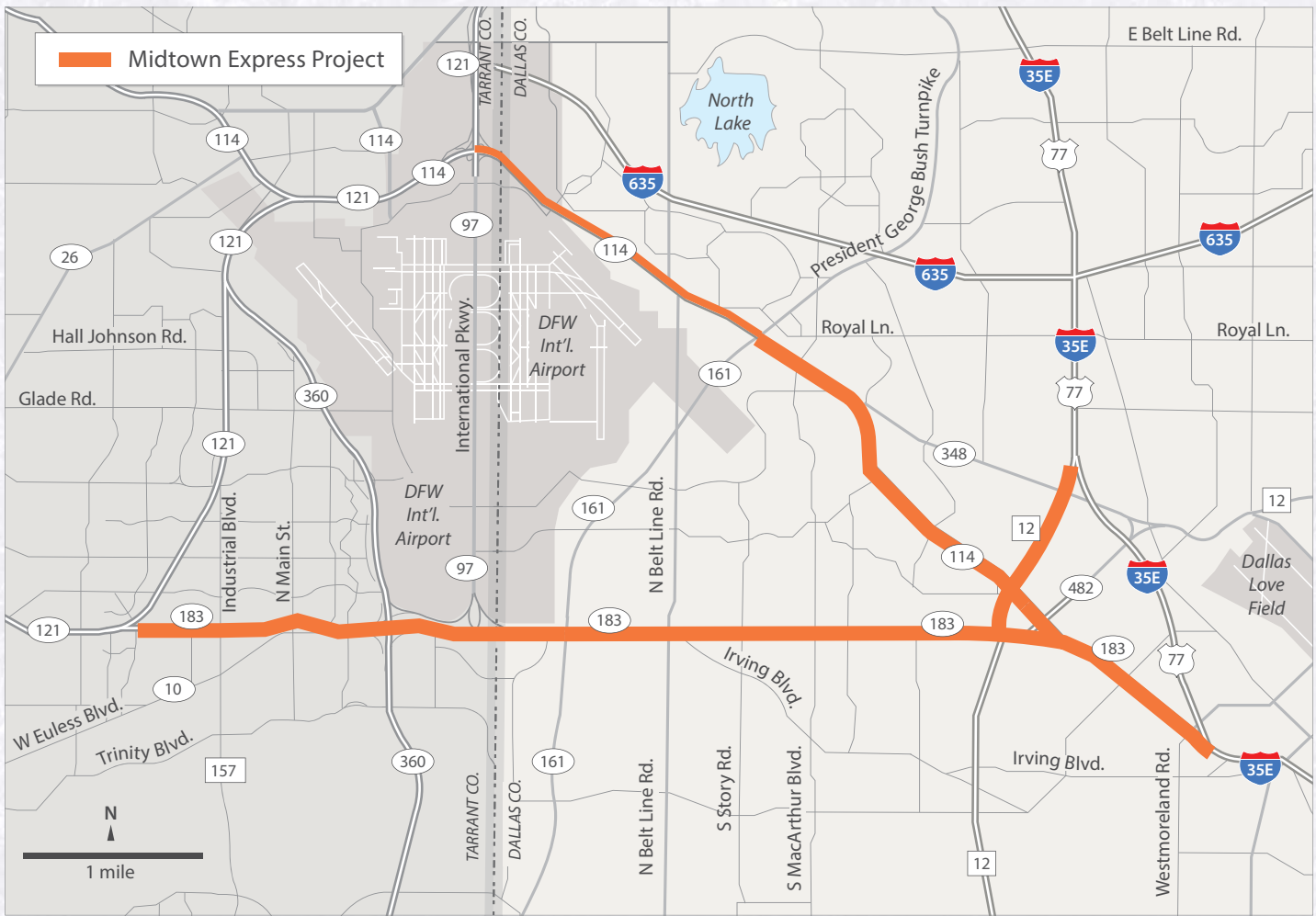
- Obtain ROW
- Reconstruct portions of frontage roads
- Reconstruct portions of general purpose lanes
- Construct one managed toll lane in each direction
- Construct one managed lane westbound on SH 114 from SH 161 to International Parkway

ULTIMATE – Estimated operation TBD

- Add one general purpose lane in each direction in some locations
- Up to three managed toll lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Interim Construction Start (Anticipated): Spring 2015
- Interim Substantial Completion (Anticipated): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

SH 183 BETWEEN SH 121 AND I-35E

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	3	2 - 3
Interim	1	3	2 - 3
Ultimate Project Configuration	2 - 3	4	2 - 4

SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	2 - 4	0 - 4
Interim	1*	2 - 4	0 - 4
Ultimate Project Configuration	2	4	2 - 4

LOOP 12 BETWEEN SH 183 AND I-35E

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	3	0 - 3
Interim	1	3	0 - 3
Ultimate Project Configuration	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

Selma Stockstill
 Public Information Manager
 SouthGate Mobility Partners
 7651 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 320-4481

STATE HIGHWAY 360

TxDOT PROJECT TRACKER



OVERVIEW

State Highway (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 county's major north-south arteries ever since. South of Interstate Highway 20 (I-20), TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Currently designated as a toll road in regional road plans, the North Texas Tollway Authority (NTTA), the North Central Texas Council of Governments (NCTCOG) and TxDOT have continued to advance plans for future expansion of this southern extension. The latest step forward came in early 2014 when TxDOT, NTTA and NCTCOG agreed on terms to enter into a public-public partnership to deliver the extension in phases from south of I-20 to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.

PROJECT HISTORY/TIMELINE

- First frontage road project south of I-20 (I-20 to New York Ave.): 1994
- Additional frontage road projects (New York Avenue to East Broad Street; East Broad Street to US 287): 1997 and 2003, respectively
- Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road: 2006
- Environmental clearance received January 16, 2014

PROGRESS

- The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360 on December 5, 2013. NTTA will operate the toll road and will use revenue collected to repay the loan. NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA) on February 19, 2014; the Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ) on February 27, 2014.
- TxDOT issued an RFQ on March 11, 2014.
- TxDOT received nine Qualification Statements (Qs) on May 30, 2014 in response to the RFQ.
- On June 26, 2014, TxDOT announced the five most qualified teams to compete for the SH 360 Project. These teams will be invited to submit a detailed proposal.
- TxDOT released the final Request for Proposals (RFP) on September 8, 2014.
- The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture at its February 26, 2015 meeting.
- Financial Public Hearings are scheduled in Ellis and Johnson counties on April 21 and in Tarrant County on April 23.



PROJECT FACTS

LENGTH

- Green Oaks Blvd. to East Broad Street: 6.5 miles
- East Broad Street to US 287: 3.2 miles

COST

- Estimated initial project cost: \$300 million*
 - Estimated ultimate project cost: \$625 million
- * In 2013 dollars

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction*
- US 287 interchange improvements*
- Continuous frontage roads to US 287
- Cross street improvements

* Currently in contract negotiations, subject to change

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
- Funds for the ultimate phase have not been identified

TRAFFIC COUNTS (VEHICLES PER DAY, 2011)

- At Bardin Road: 92,000
- At Southeast Parkway: 52,000
- At Holland Road: 28,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: Fall 2015
- Substantial completion: Late 2017



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

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Initial frontage road lanes (Each dir., 2018)	Initial toll lanes (Each dir., 2018)	Ultimate toll lane (Each dir.)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	1-2	0	2	2	4
SH 360 from East Broad Street to US 287	1-2	0	2	1	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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



Tony Payberah, P.E.
 TxDOT DFW Strategic Projects
 Project Manager
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 319-6537
 Tony.Payberah@txdot.gov

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 320-4481
 Tony.Hartzel@txdot.gov