

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Proposed Modifications to the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program

Proposition 1 Funding Recommendations

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, Feb. 2, 2015 – 6:30 pm – Fort Worth Intermodal Transportation Center; attendance: 12; moderated by Michael Morris, Director of Transportation, NCTCOG Transportation Department
2. Tuesday, Feb. 3, 2015 – 10:30 am – North Central Texas Council of Governments (Arlington); attendance: 26; moderated by Michael Morris, Director of Transportation, NCTCOG Transportation Department
3. Tuesday, Feb. 3, 6:30 pm – J. Erik Jonsson Central Library (Dallas); attendance: 6; moderated by Michael Morris, Director of Transportation, NCTCOG Transportation Department

Public Meeting Purpose and Topics

The public meetings were held 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 March 11, 2010. Staff presented information about:

1. Proposed Modifications to the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program – presented by Dan Kessler (Fort Worth and Arlington); Vickie Alexander (Dallas)
2. Proposition 1 Funding Recommendations – presented by Michael Morris (all locations)

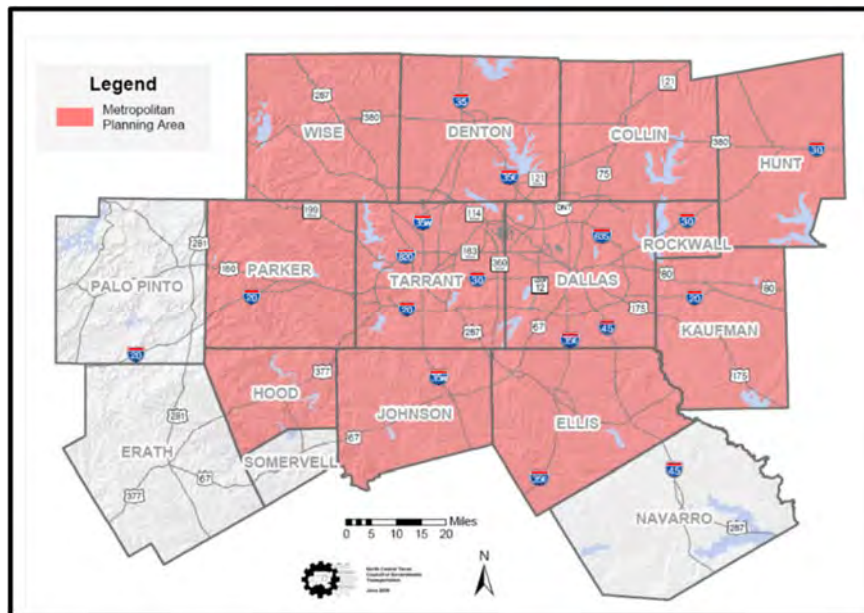
The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/meetings, and a video recording of the public meeting held in Arlington on Feb. 3, 2015, was posted at www.nctcog.org/video.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments, copies of the presentations and a sheet on which to submit ideas for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program. In addition, the agenda provided information about the AirCheckTexas Drive a Clean Machine Program and the Clean School Bus Call for Projects.

Summary of Presentations

A. Proposed Modifications to the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program – presented by Dan Kessler (Fort Worth and Arlington) and Vickie Alexander (Dallas)

- **The Unified Planning Work Program (UPWP) is a federally required summary of the transportation planning and related air quality planning tasks conducted by the metropolitan planning organization (MPO) during a two-year period.**
- **Dallas-Fort Worth Metropolitan Planning Area**



- The metropolitan planning area (MPA) covers 12 counties and nearly 10,000 square miles.
- By population, the MPA is the fourth largest metropolitan area in the United States with a population approaching 7 million.
- The MPO plans for urban, suburban and rural communities within the MPA since these communities are expected to be partially urbanized within the next 20 years.
- **Unified Planning Work Program for Regional Transportation Planning**
 - Task 1 – Administration and Management
 - Task 2 – Transportation Data Development and Maintenance
 - Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
 - Task 4 – Metropolitan Transportation Plan
 - Task 5 – Special Studies and System Operation

- **New Initiatives**

Project	Financial Action	Description
The Metropolitan Transportation Plan (4.01)	\$60,000 TPF	Add University Partnership Program assistance for the study of Express Buses Operating in a Modern Network of Managed Lanes
Corridor Studies/ Environmental Study Support – Roadway Corridors (5.01)	None	Add Strategic Corridor Planning Initiative for Collin and Hunt counties using approximately \$1 million in existing STP-MM funding and Transportation Development Credits previously programmed for the Blacklands Corridor
Congestion Management Process (5.05)	\$75,000 RTC Local	Add Data Supported Transportation Operations and Planning Center Partnership (D-STOP) initiative, utilizing University Partnership Program assistance, to support the development of new methodologies and technologies for working with data to improve models for transportation planning and traffic operations
Congestion Management Process – Managed Lane Technology (5.06)	None	Reflect Metropolitan Planning Organization participation in the Federal Highway Administration’s High Occupancy Vehicle/Managed Lane Pooled Fund Study utilizing \$60,000 in RTC Local funds over a three-year period (contingent on approval by the RTC on Feb. 12)

- **Adjustments to Existing Projects**

Project	Financial Action	Description
Computer Resource Management and Equipment Purchases (1.05)	\$10,000 TPF	Program funds for the purchase of video equipment for use in educating and informing the public
Air Quality Management and Operations – Technology Improvements (3.03)	\$13,500 TCEQ	Program funds for the Clean School Bus Program
Public Transportation Planning and Management Studies – FUTA (The T) Transit System Plan (3.05)	\$220,000 TPF	Project was scheduled to occur in FY2014 but will begin in FY2015, and the funding is being carried forward
Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (3.05)	\$420,000 FTA	Program a portion of Federal Transit Administration 5307 planning funds from Transit Operations - FTA Urban Funding Grant Administration (3.06) to support planning activities by small transit providers
Transit Operations – FTA Urban Funding Grant Administration (3.06)	(\$420,000 FTA)	Move a portion of Federal Transit Administration 5307 funds to Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (3.05)
The Metropolitan Transportation Plan (4.01)	\$111,862 TPF	Work activities on the Mega Region and Economic Impact Analysis projects, utilizing University Partnership Program assistance, are carrying over into FY2015, and the unspent funding is also being carried forward
Corridor Studies/ Environmental Study Support – North Texas Tollway Authority Feasibility Studies (5.01)	\$100,000 Local	Program funds from NTTA for technical assistance support
Corridor Studies/ Environmental Study Support – Roadway Corridors (5.01)	(\$ 26,000 Local) \$ 26,000 TxDOT	Reclassify source of funding for the SH 190 - East Branch – IH 30 to IH 20 project from local funds to TxDOT funds; both Transportation Planning Funds and TxDOT funds will support staff technical assistance on this project

Project	Financial Action	Description
Transportation Subarea Studies and Comprehensive/ Thoroughfare Planning Technical Support – Roadway (5.02)	None	Add Kaufman County Thoroughfare Planning Support as a technical assistance project
Land-use Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)	\$25,000 Local	Program new funding to support efforts promoting bicycle and pedestrian safety (pending final grant award)
Land-use/ Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)	\$160,000 CMAQ	Program CMAQ funds and reflect the use of Transportation Development Credits as a source of matching funds for completion of a feasibility plan and initial design schematic of a bicycle/pedestrian bridge crossing for Roy Orr Trail along Ten Mile Creek in DeSoto
Congestion Management Process– Transportation System Management and Operations (5.05)	\$200,000 FHWA	Program Federal Highway Administration funding to support Intelligent Transportation System Strategic Plan and Concept of Operations
Strategic Corridor Initiatives – High Speed Rail – Three Corridors (5.14)	(\$500,000 TxDOT) \$15,000 RTC Local	Remove programmed TxDOT funding and add RTC Local dollars to support project-related travel
Appendix E – Public Participation Plan	None	Add updated Public Participation Plan (contingent on approval by the Regional Transportation Council on Feb. 12)

- **Modification Schedule**
 - Public meetings – Feb. 2 - 3
 - Action by Surface Transportation Technical Committee – Feb. 27
 - Action by Regional Transportation Council – March 12
 - Action by NCTCOG Executive Board – March 26
 - Submittal to Texas Department of Transportation – March 27
- **Ideas for FY2016 and FY2017 UPWP**
 - New UPWP will take effect in October 2015 and expire in September 2017
 - NCTCOG currently accepting ideas for consideration in next UPWP
 - Ideas are due by March 20, 2015

B. Proposition 1 Funding Recommendations – presented by Michael Morris (all locations)

- **In November 2014, Texas voters approved Proposition 1 to provide a new source of state funding for the construction, maintenance and rehabilitation of public roadways in Texas. Toll roads and transit projects are not eligible to receive funds. The Dallas-Fort Worth area is expected to receive about \$367.6 million for projects this year, and transportation partners and local officials have developed a list of potential projects to receive funding. Projects must go to construction in 2015.**

- **Overview**
 - Proposition 1 will provide \$1.74 billion to the State Highway Fund from the Rainy Day Fund in the first year
 - Dallas-Fort Worth region anticipates receiving about \$367.6 million in year one
 - Allocations in future years will be dependent on oil prices and legislative support
 - Year two allocations will be known in June 2015
 - Forecasting allocations three to four years in advance would help planning efforts and project selection

- **Proposition 1 – Six Guiding Principles**
 - Use formula allocation
 - Bottom-up approach to project development
 - Metropolitan planning organizations (MPOs) have broad-based, collaborative public involvement procedures that involve TxDOT
 - Project selection should come from the regions
 - Legislature should give greater flexibility to TxDOT to get projects ready
 - Greater focus on transportation system versus projects, creating opportunities for statewide benefits
 - Important to distribute benefits of funding across state instead of concentrating them in urban areas
 - Address urban congestion problems by selecting some projects outside the region that result in greater connectivity for communities both inside and outside the region, e.g. IH 45 improvements between Dallas and Houston that alleviate bottlenecks impacting residents and freight traffic moving between the major cities

- **Statewide Program Rules**
 - Projects must be on the Interstate Highway System or the State Highway System
 - Traditional roadway projects are eligible (transit, bicycle/pedestrian and toll roads are ineligible)
 - By December 2015, projects should be ready to let for the first round of funding
 - No supplanting of project funds
 - Money already programmed for a project may not be replaced by Proposition 1 funds in order to move those funds to a different project that is not eligible for Proposition 1 funds
 - Prevents Proposition 1 funds from being used to indirectly finance or advance toll projects

- **Project Selection Focus Areas – Staff Recommendation**
 - Projects selected in the first year must be environmentally cleared
 - Projects must be consistent with the Mobility Plan
 - Year one projects must already be included in Mobility 2035 - 2014 Amendment
 - Sensitivity to existing projects with funding shortfalls
 - Greater focus on capacity rather than maintenance
 - Important to use Proposition 1 funds to build a legacy by adding new capacity
 - New system capacity lasts for about 40 years
 - Maintenance and repairs last for about seven or eight years
 - Additional projects to be identified in years two, three and four
 - NCTCOG policy of planning ahead in order to develop and select the best projects for subsequent years

- **Equity Principles**
 - Equity by county
 - Every county in the region approved Proposition 1, so voters in every county should benefit from these funds
 - Review/maintain regional east-west equity
 - Ensure equitable distribution between counties across the four-year period
 - Allows smaller counties to have their best projects funded instead of competing against core counties for funding
 - Not every county will receive the same amount of funding, but every county will receive a transportation project

- **Years Two Through Four Revenue**
 - Year one funding is for the calendar year of 2015
 - Year two funding is for FY 2016 (October 2015 – September 2016)
 - Year two revenue is anticipated to be announced by TxDOT in June 2015
 - For now, SH 360 at IH 30 Interchange will borrow eastern subregion funds to let in 2015. Since FY 2016 funds will be available in 2015, the loan will likely be repaid before the borrowed funds are ever spent.

Funding Estimates For Future Years (in Millions)			
	FY 2016	FY 2017	FY 2018
NCTCOG	≈\$209.5	≈\$209.5	≈\$209.5
State Comptroller	≈\$257.3	≈\$257.3	NA

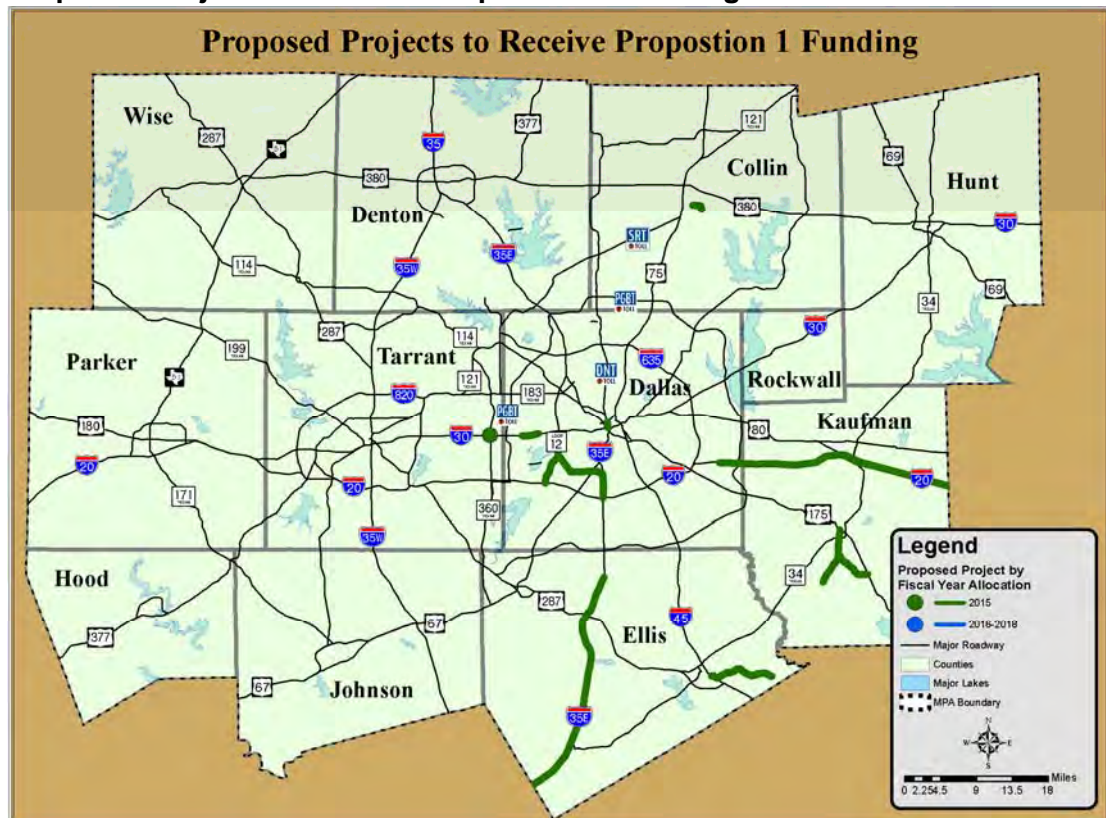
- **Proposed Proposition 1 2015 Totals and Percentages by Subregion (DRAFT)**

	Proposed Funds (in Millions)	Overall (%)
Eastern Subregion (Including Paris District/Hunt County and Navarro County)	\$167.6	45.6%
Western Subregion (Including Erath, Jack, Palo Pinto and Somervell counties)	\$200.0	54.4%*
Total	\$367.6	100.0%

*Includes temporary loan amount of \$70,965,000 from Eastern Subregion to Western Subregion

- SH 360/IH 30 interchange
 - The only project in the Western Subregion scheduled for year one
 - Project is important for both regional and statewide connectivity

- **Proposed Projects to Receive Proposition 1 Funding 2015**



- Proposed Projects to Receive Proposition 1 Funding 2016-2018



- Proposed Projects to Receive Proposition 1 Funding (Four Years)



- **Timeline**
 - Voter approval – November 2014
 - State approval of funding distribution – December 2014
 - NCTCOG committee meetings (information) – December 2014
 - Public meetings – December 2014
 - MPO/TxDOT districts develop list of proposed projects – November 2014 - January 2015
 - NCTCOG committee meetings (action) – January - February 2015
 - Public meetings – February 2015
 - Submittal to TxDOT and State approval – February 2015

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Proposition 1 Funds for Chapel Creek Boulevard Bridge

Tim Veitch, Chapel Creek Neighborhood Association (Fort Worth)

A. Need for bridge replacement

Comment: The bridge at IH 30 and Chapel Creek Boulevard in western Fort Worth needs to be replaced, but I cannot locate this project in the Inventory of Proposition 1 Projects for Public Review and Comment.

Summary of response by Michael Morris: The projects proposed for Tarrant County are located on page five. We have tentatively proposed funding for improvements to IH 30 from IH 35W to the Parker County line, so we will be looking for projects in that corridor to fund through Proposition 1. It seems like this project could possibly fit the criteria.

Comment: I also see those planned improvements shown on one of the maps from the presentation.

Summary of response by Michael Morris: That is correct, so please submit your comment about the need to replace the bridge on Chapel Creek Boulevard.

Comment: I am concerned, though, because in the inventory, the information for the IH 30 project does not specifically state that funding will be used to replace the bridge. Also, the information indicates that the project will be ready to let on Aug. 17.

Summary of response by Michael Morris: At this time we do not know if Chapel Creek Boulevard is on the State Highway System. We cannot fund the project if it is not part of the State Highway System, so we have to make that determination before we add it to the inventory.

Question: Thank you. Also, on page four of the inventory, IH 20 is listed as a project for Parker County. For this project, I see that there are bridge and frontage road improvements listed. Is it possible that there has been a mistake in listing these projects?

Summary of response by Michael Morris: No. In this particular case, there is a regional loop around the city of Weatherford that touches IH 20 east of Weatherford. This project has been planned for a long time. However, there is a funding shortfall, so we want to use Proposition 1 funds to make up the difference. I think what you are asking for is a similar type of effort and initiative for the Chapel Creek Boulevard bridge at IH 30. We will review Chapel Creek Boulevard to see if it is on-system. Please leave your contact information and information about your neighborhood association so that we can reach you when we begin to study this bridge. At this time, however, we cannot be more specific about the IH 30 project from IH 35W to the county line except to say that we would like to fund improvements there.

Gary Hogan, Chapel Creek Neighborhood Association (Fort Worth)

A. Community support for replacing the bridge

Comment: The bridge replacement for Chapel Creek Boulevard has been in the design process with both TxDOT and the city of Fort Worth. We have held a community meeting for all of the concerned residents in the area, and I have a petition of support to present to you this evening.

We were told by the city transportation department and planning board that the project is awaiting environmental clearance from TxDOT, which they expect in the next few months. They have said the design work is 98 percent complete.

Summary of response by Michael Morris: Thank you for your work on this. It is up to us to determine whether this road is eligible for funding under Proposition 1. If it is not eligible for Proposition 1 funding, we will still work to see if we can find an alternative funding source for this project. We will work with TxDOT's Fort Worth district on this.

Comment: This is the oldest bridge over IH 30 from western Fort Worth to Dallas. We have a petition, a list of over 100 meeting attendees, a comment sheet and a neighborhood association news article in support of this project. Due to population growth, IH 30 in this area will also need to be resurfaced, especially now that Walsh Ranch is being developed.

Summary of response by Michael Morris: Please give us these documents so that we can review them. I agree that work needs to be done in this area. SH 199, IH 30 and IH 35W will all need transportation improvements soon.

General Questions Regarding Proposition 1

Maribel Chavez, AECOM (Fort Worth)

A. Total project costs

Question: Can you explain what is included in the Total Project Cost on the Inventory of Proposition 1 Projects for Public Review and Comment?

Summary of response by Michael Morris: It depends on the project. For example, for the SH 360 project, the Total Project Cost covers construction since the engineering has mostly been completed with other funding sources.

In Total Project Cost, we are including any engineering, right of way acquisition and construction costs that remain. For the projects we are proposing to let in year one, I would assume that Total Project Cost is mostly construction costs since these projects must be ready for

construction – meaning the engineering is mostly complete and paid. The same is mostly true for right of way costs in year one. However, it may be the case that the engineering and right of way costs for projects we are proposing for subsequent years will require some Proposition 1 funding.

Stanford Lynch, Hunt County (Fort Worth)

A. NCTCOG and TxDOT collaboration on project selection

Comment: I noticed that one of the TxDOT districts had a listing of projects posted to their website at the end of last year. Is that list of projects separate from this inventory list being distributed by NCTCOG, or will the two lists be integrated?

Summary of response by Michael Morris: I am not sure what list you saw; it may have been an inventory of needs or an inventory of certain types of projects TxDOT is funding. All Proposition 1 projects for the region have to eventually be included on the list we are presenting here this evening. If you saw a project on another list that is not included in this inventory and have a question about whether it should be eligible for Proposition 1 funding, then please let us know about it.

Comment: Will NCTCOG's list be the final "official" list upon approval?

Summary of response by Michael Morris: This is a joint effort with TxDOT. It was important to TxDOT to put together a list of projects immediately after voters approved Proposition 1, but we wanted to take more time to develop our list. I am not sure what TxDOT list you saw. If it was an inventory of needs, it may be that some of those projects are included on our list or need to be included on our list. Please contact us with any projects that need to be added to our list. If, as the state comptroller has forecasted, revenues from Proposition 1 are higher than we have projected, then we will be looking for additional projects to fund.

B. Project selection after year one

Question: I understand that it is necessary to select projects for year one funding very quickly, but you have also presented projects tonight that could potentially receive funding in 2016 - 2018. How often do you anticipate reviewing those projects for your four-year plan compared to what TxDOT will be doing on an annual basis? Will you be able to update those funding amounts?

Summary of response by Michael Morris: We will follow whatever the statewide sequencing for projects is. We will have projects for year one funding ready this month, but we do not have any "emergency" projects that must go to construction this month or next. These projects may be let anytime between RTC approval this month and December – with the exception of August, which is already a busy month for letting. We will receive Proposition 1 funding for year two in June with project selection finalized and approved by the Texas Transportation Commission in early fall. We are still trying to determine what year we want to fund particular projects and welcome your comments on that matter. If a project is ready for construction, we will not postpone it if there is funding available. However, it is important to make sure that a project is ready; it must have or be on course to receive environmental clearance and be mostly designed. Of course, projects must be on-system to receive Proposition 1 funding. All of these factors determine whether and when a project is scheduled for construction. As we continue to receive funds to

implement the Proposition 1 funding program, we will come back to the public to seek your comments and feedback in order to develop the best projects possible.

Kathryn Wilemon, Arlington Mayor Pro Tempore, NCTCOG Executive Board President and Regional Transportation Council Member (Arlington)

A. Support for SH 360/IH 30 interchange project

Comment: I am here to support the SH 360/IH 30 interchange. It is important to both our city and the entire region. Allowing the Western Subregion to borrow the funds from the Eastern Subregion is a strong display of regional support for this project. As far as I have heard, we are all in agreement about the importance of this project. From what I understand, it is the last interchange on IH 30 that uses this outdated design.

Summary of response by Michael Morris: There is also an interchange with Loop 12 that requires some work. It is true that the SH 360 interchange still has the original cloverleaf design that was used when there was a toll plaza there.

Comment: This project will be important to everyone, and I want to offer it my full support. Thank you.

Oscar Ward, Irving City Councilmember (Arlington)

A. Support for Texas Plaza Bridge

Comment: I want to thank NCTCOG for their efforts to help with the expansion of SH 183. We will be holding a groundbreaking ceremony there on March 5 at 10:30 am.

I am glad to see that the Texas Plaza Bridge is included on your inventory list for Proposition 1 projects. However, I do not see the CSJ number but instead see that the number is pending. Does that mean the number will be assigned later? Who assigns it?

Summary of response by Michael Morris: We recently had a meeting about this project. About 10 years ago it was decided to elevate Loop 12 in this area so that Dallas Area Rapid Transit could build the Orange Line at grade to ensure their stations were easily accessible for economic development purposes. When Loop 12 was elevated, it was necessary to remove some of the older bridges around Texas Stadium, which was later demolished. TxDOT then told the city of Irving that it would help fund replacement bridges at the former Texas Stadium site after the city had decided how to use that land. Therefore, we have received your request and are currently reviewing the project to determine if it is on-system. If it is on-system, we will likely allocate Proposition 1 funds for it; but, if it is not on-system, then we will have to work with TxDOT to find an alternative funding source to build it. In addition, if there are other on-system projects in Irving that have not yet been submitted to us, we would like to see them.

B. Other projects in Irving

Question: Did NCTCOG receive any other Proposition 1 project submittals from the city of Irving?

Summary of response by Michael Morris: I checked before the meeting, and to my knowledge, we have not received any other projects from Irving. If there are other potential projects, please let us know about them as soon as possible. Those projects should be submitted to Adam Beckom.

Comment: I was informed by our city staff that other projects were submitted, so I will follow up with them.

Summary of response by Michael Morris: The only project we have received is the Texas Plaza Bridge, so please check with them to see if they have submitted any other projects in addition to that one.

Jimmy Joe Vrzalik, Kaufman County Commissioner

A. Support for US 80 improvements

Comment: As you know Kaufman County does not have its own vote at the RTC but has an alternate member for a seat it shares with Ellis County. However, our county does house an air quality monitor for NCTCOG. The inventory list that you are presenting today is different than the one you provided us in January, and it looks like you have added a few projects, but I would like to propose a few more.

Kaufman is the ninth fastest-growing county in Texas. There are major corridors in Kaufman that feed Dallas County: US 80, IH 20 and US 175. However, we have very few north-south roads. Kaufman voters recently approved a \$54 million road bond, so we have undertaken a county mobility study.

Summary of response by Michael Morris: NCTCOG is funding that study.

Comment: Yes, I understand. Thank you. My concern is the bottleneck on US 80 from the Dallas County line to IH 20 in Terrell. There are no service roads that cross the Trinity River. There is one new bridge and one old bridge, but in Forney, when there is an accident, there is no way to go around US 80 because there is neither an alternate bridge over the river nor a service road. I would like to see US 80 expanded to six lanes from Dallas County to IH 20. I believe there are plans to rehabilitate exit and entrance ramps in Forney, which should help some. The entrance ramp at FM 460 is extremely dangerous. From the entrance ramp, you can drive right into a bridge rail, and there have been multiple fatality accidents at that site.

B. Support for FM 2578 improvements

It seems a TxDOT project for FM 2578 is advancing, so I do not understand why it would not be eligible for Proposition 1 funding.

Summary of response by Michael Morris: In our meeting about Kaufman County, TxDOT said they had plans ready for FM 1388 and FM 2860 because they do not want to miss the deadline for 2015 funds. They agree that FM 2578 needs improvements, but they are going to use funds from their maintenance program instead of Proposition 1. Kaufman County should receive some communication about that soon. We purposely left FM 2578 on this inventory list to reflect that we had received Kaufman's request and intended to advance the project, even if we have to postpone it until year two or three or use an alternative funding source. Right now it seems TxDOT's preference is to fund FM 2578 from its maintenance program.

C. Support for SH 34 improvements

Comment: Finally, I am concerned about SH 34, which runs north-south from the Ellis County line to the Hunt County line. We are planning to use our road bond program to construct a bypass around the city of Kaufman. That project has just started, and we have also just completed a bypass around Terrell. However, we need greater connectivity between the two bypasses on SH 34, which is a narrow road without shoulders. SH 34 is essentially the only north-south corridor in our county, and we have lots of truck traffic that comes from IH 45 on its way to IH 20 and IH 30. Mining operations for sand and gravel are increasing in our county since those resources along the Trinity River have been exhausted in Dallas County. These mining operations alone generate a tremendous amount of truck traffic.

Summary of response by Michael Morris: We are aware of SH 34, but we are trying to figure out how to fund the project in this four-year timeframe. Adam Beckom will be in touch with you about that. Also, I want to draw your attention to ramp improvements to US 80 that we have included on our list. We understand that you have a longer list of recommendations, but please note that we do have some improvements to US 80 on our list.

Comment: Yes, I do see that. It was not included on the previous list.

Summary of response by Michael Morris: We use the public involvement process as an opportunity to collect new information to update our lists. For example, Adam will add comments we received yesterday at a public meeting concerning Chapel Creek Boulevard in Fort Worth. We will continue to use your comments to build our information base.

Greg Hutson, City of Sansom Park

A. Impact to SH 199 planning study

Question: I understand that existing corridor studies will not directly benefit from Proposition 1 funding. Perhaps there is an indirect benefit. But, will these additional projects that are being funded through Proposition 1 slow down or help advance studies on SH 199 to IH 820 and beyond?

Summary of response by Michael Morris: Today we have presented projects in the UPWP where we identify projects that we are going to begin studying and projects in our Proposition 1 discussion that have already been through that process and are ready to advance to construction.

NCTCOG has already funded a planning study of SH 199 from downtown Fort Worth to IH 820 and from IH 820 to farther north. TxDOT will lead the study north of IH 820. We requested \$1 million from the RTC to study SH 199 from IH 820 to downtown. Both of these initiatives are underway. Sandy Wesch, NCTCOG staff, is the project lead from IH 820 to downtown, and Brian Barth, TxDOT staff, has taken the lead on the outer part. Before those projects can advance beyond the planning stage, there has to be agreement on context-sensitive design, etc. Once there is consensus on how to proceed with these projects, they will likely be designed and built in phases, depending on the availability of funding. At this point, it is unknown whether TxDOT, the city, the county or NCTCOG will take the lead on implementation. These SH 199 projects, in addition to some IH 30 projects, are examples of projects that we secured funding for through a UPWP cycle and are now underway. Both the SH 199 and IH 30 corridors are

important projects, and our staff and TxDOT are focused on reaching consensus about how to advance them.

Summary of response by Dan Kessler: Specifically, we added a project on SH 199 to the Metropolitan Transportation Plan and secured funding for the planning study. Currently, we are undertaking a scoping exercise to determine who will be responsible for different portions of the study and to what extent consultants are needed. We are about 30 to 35 days away from selecting a partner to handle engineering for the project. We are on schedule to begin work on the project this year.

Funding for Bicycle/Pedestrian Projects

Brian McCarthy, Fort Worth Bike Sharing (Fort Worth)

- A. Lack of funding in UPWP modifications and Proposition 1 program

Comment: I do not see many bicycle or pedestrian projects funded through the programs you are presenting tonight. The only funding I see is for a grant to promote safety efforts.

Summary of response by Michael Morris: That program is funded through the UPWP, but it is important to point out that neither transit nor bicycle/pedestrian projects are eligible for Proposition 1 funding. That restriction was part of the legislation.

Question: Why is that?

Summary of response by Michael Morris: That is question for legislators, and I do not want to speak for them. We do fund several transit and bicycle/pedestrian programs in our region and continue to fund those planning efforts even though we cannot use Proposition 1 funds.

Summary of response by Dan Kessler: In addition to bicycle/pedestrian planning, we also fund safety trainings for both planners and cyclists and pedestrians. Much of the funding comes through programs focused on sustainability and context-sensitive design. If cycling is going to become a more viable mode for commuters, then it is important for transportation projects to consider the safety of cyclists, especially as we are designing facilities. The particular funding you see presented this evening in the UPWP is to continue those safety efforts, but if you look at the UPWP in its entirety, then you will see a wide variety of bicycle/pedestrian projects.

Summary of response by Michael Morris: If you have an interest in either specific bicycle/pedestrian projects or a type of project, please make sure to submit those ideas to us for the new UPWP. Legislative restrictions prevent us from funding those projects through Proposition 1.

High Speed Rail

Oscar Ward, Irving City Councilmember (Arlington)

- A. Support for TRE option for high speed rail from Dallas to Fort Worth

Question: In the UPWP presentation, there are funds programmed for a project entitled “Strategic Corridor Initiative – High Speed Rail – Three Corridors.” What are those three corridors?

Summary of response by Michael Morris: There are two high speed rail corridors going through the environmental review process. One runs from downtown Dallas to a station on IH 30 near Arlington to downtown Fort Worth; we call this the “three-station concept.” Another option would closely follow the Trinity Railway Express and run from downtown Dallas to the CentrePort Station to downtown Fort Worth. The RTC’s position is that the proposed high speed rail line from Houston to Dallas should not terminate in Dallas but run to Fort Worth. Furthermore, if a high speed rail line were to be built from San Antonio or Austin to Fort Worth, then it should run to Dallas. Plans for both lines exist, but it seems the high speed rail line beginning in Houston will be built first. The most critical piece is the section between Fort Worth and Dallas because it is the linchpin that will connect San Antonio/Austin to Dallas to Fort Worth to Houston.

Comment: I knew about those two possible routes along IH 30 and the TRE. I was just curious because the presentation indicated there was possibly a third corridor.

Summary of response by Dan Kessler: The three corridors are 1) Dallas to Houston, 2) Fort Worth to Dallas and 3) Oklahoma City to South Texas.

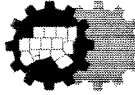
Comment: I would like to go on the record as stating that the citizens of Irving prefer the TRE route. If the Houston to Dallas route terminates at Union Station, then it makes sense to use the TRE connection that is already at the station. I know this project is still years away, but this is how the citizens of Irving see the future.

Summary of response by Michael Morris: Yes, but Arlington might just as well say that IH 30 is already there.

Comment: In my opinion, the cost factor would favor the TRE. In terms of dollars spent, the TRE route is more effective by a factor of at least 10.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Gary Hogan, Citizen	Chapel Creek Neighborhood Association	Chapel Creek Boulevard bridge; IH 30	Attachment 1
Oscar Ward, City Councilmember	City of Irving	Projects submitted for Proposition 1 funding	Attachment 2
Jim Sparks, Director of Operations and Transportation, Precinct 2	Tarrant County	Need for SH 360/IH 30 traffic impact analysis	Attachment 3
Robert Cluck, Mayor	City of Arlington	Support for Proposition 1 funding for SH 360/IH 30 interchange	Attachment 4
Gary Graham, CIP & Transportation Engineering Manager; Brian Loughmiller, Mayor	City of McKinney	Support for Proposition 1 recommendations presented at NCTCOG public meetings; city council resolution supporting construction of FM 546 with Proposition 1 funds	Attachment 5
Micah Baker, Transportation Planner	Dallas County Public Works	Proposition 1 funding for IH 35E frontage roads	Attachment 6
Melissa Baker	City of Irving	Proposition 1 projects	Attachment 7
Christina Troell	Innovative Transportation Solutions, Inc.	Kaufman County Bond Program	Attachment 8



North Central Texas
Council of Governments

Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name GARY HOGAN
 Organization CHAPEL Creek Neighborhood Association FORT WORTH
 Date 02/02/2015
 Meeting Location FORT WORTH INTERMODEL TRANSPORTATION Center

Please provide written comments below:

- 1) Need for Chapel Creek Blvd. - I-30 BRIDGE
- 2) PETITION Presented from PUBLIC COMMUNITY MEETING 01/27
ATTENDED BY APPROX. 100 AREA RESIDENTS
- 3) BRIDGE CONSTRUCTION Proposed for 2014 PUSHED
to 2015 & Now ACCORDING to CITY FORT WORTH to 2016
- 4) Chapel Creek Blvd. peak traffic (SOUTH BOUND MORNING)
BACKS up 3/4 MILE - WE need this bridge ASAP
- 5) ALSO ↓
I-30 outside loop 820 2 lanes each direction
EAST/WEST Needs Priority - THIS IS FORT WORTH'S
next gridlock & MOBILITY / POLLUTION BACK-UP
Current Westbound Traffic 5:00 to 7:00 PM to
183 & SOMETIMES past Bryant IRVING Blvd.
Needs Widening ASAP w continued growth
to beyond Fort Worth West (Walsh Ranch, Reddo

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: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

Weatherford etc

FY2016 AND FY2017 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING

PROJECT IDEAS FOR NCTCOG CONSIDERATION

Name of Project:	CHAPEL CREEK I-30 BRIDGE WEST FORT WORTH
Anticipated Timeframe for Project:	<input checked="" type="checkbox"/> FY2016 <input type="checkbox"/> FY2017 OR PLEASE SOONER
Description of Project	
REPLACEMENT OF CHAPEL CREEK BLVD INTERSTATE I-30 BRIDGE I-30 WIDENING WEST LOOP 820 TO LINKWEST / HWY 580	
Requested By:	GARY HOGAN CHAPEL CREEK N.A.
Title:	PRESIDENT
Agency:	CHAPEL CREEK NA BEHALF COMMUNITY AT LARGE
Telephone:	817-773-4468

Please submit request to the North Central Texas Council of Governments no later than March 20, 2015. Form may be mailed, faxed, or e-mailed to Jill Hall, Transportation Department, P.O. Box 5888, Arlington, TX 76005-5888, (817) 640-3028 (Fax), jhall@nctcog.org.

The sunny skies this week helped temperatures feel spring-like to most who have been enjoying outdoor activities. Local golfers filled the range in west Fort Worth on Tuesday afternoon. Highs are forecast to reach the mid-70s, maybe even 80 on Wednesday. The warm temperatures aren't going to stick around too long. Cooler weather will overtake the region starting Thursday, dropping the high temperatures to the low 50's by the weekend including a chance of rain.

CHAPEL CREEK NEIGHBORHOOD MEETING

Design complete for Chapel Creek bridge, funding allocation hopeful

by Ben Posey

Commuters driving on Chapel Creek Blvd. can rest assured that the design of the new bridge crossing I-30 will be state of the art. What they can't be guaranteed is the funding to make it happen.

Around one-hundred people showed up Tuesday night for the Chapel Creek Neighborhood Association meeting where city officials and members of the engineering firm Teague, Nail and Perkins (TNP) discussed the upcoming plans for the Chapel Creek bridge over I-30.

Joe Atwood of TNP presented a slide show giving a project overview including sketches, design elements, schedule, budget, funding and some possible construction issues. The current bridge, which is only two lanes, was built in the 1960's.

The new bridge will feature six lanes of traffic plus a u-turn lane that will match up with existing lanes on the north and south side of Chapel Creek Blvd. Traffic signals as well as illuminated sidewalks are part of the design.

"The design is 90% complete," said Atwood. "If you want to know when the project will begin, follow the money. The money is what drives the construction."



The new bridge will have 6 lanes plus a u-turn on the Eastside.

Atwood told the crowd that the project is just weeks away from being "shovel ready." The project is basically waiting for federal funds to be assigned.

The schedule calls for construction to begin in the Fall of 2016 but could begin as early as the Fall of 2015 if funds are assigned. A completion date of Fall of 2017 is expected. The construction cost now is \$8,044,000.

A new portion of the bridge will be constructed first and the old bridge will remain in use until the new part is completed. The old bridge will be demolished at that time and more of the new bridge will be constructed.



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White Settlement, TX 76108
(817) 246-8160

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7914 Camp Bowie West, Fort Worth, TX 76116 817-560-5510

Petition Chapel Creek I-30 Bridge Replacement

The Citizens and Residents of the Chapel Creek Blvd. Community petition to The City of Fort Worth, Texas Department of Transportation, TXDOT, and the North Central Texas Council of Governments, for the pressing need to move forward on replacement of The Chapel Creek Blvd. I-30 bridge in Fort Worth Texas. Our community continues to grow and develop and this bridge, which is one of the oldest bridges remaining over I-30 from West Fort Worth to Dallas Texas. Our community and The Chapel Creek Neighborhood Association have been advocating for the need of this bridge replacement since 2006. Congestion during peak commuting hours on the North bound side backs up nearly $\frac{3}{4}$ of a mile. Currently the two South bound lanes channel down to one lane to merge to the overpass on the bridge. We feel this to be an important mobility and even safety issue for the residents of our community. This impediment to access and mobility to our community may also have affects on the desirability and property values if delayed.

We were initially told that construction for replacement of this bridge would occur last year in 2014. We heard that our situation was being pushed back to 2015 due to the more pressing need for bridge replacement for the Walsh Ranch sub division to our West. We have recently been informed that our much needed bridge replacement may well be pushed out now to 2016 or even 2017. We feel this will cause further congestion and affect proper development and mobility issues for our community.

We the undersigned property owners and residents of the Chapel Creek Blvd. and Westpoint communities ask that all due reason and means be considered to expedite the replacement of the Chapel Creek Blvd. Interstate 30 bridge.

Cover Page Signature Pages attached

NAME (PRINT) ADDRESS SIGNATURE

TIM VEITCH 2417 WAKECREST DR Tim Veitch

Renee Faurot 10404 Cattail Ct. Renee Faurot

Sergio Salgado 10221 Winklev Dr Sergio

Darbi Johnson 2309 Sundrop Ct Darbi Johnson

SORRINEH DECHANT 2601 WAKECREST ST Sorrieh

GARY K FORD 200 LONE PINE CT 76108 Gary K Ford

Suzanne Dunlap 10614 Lone Pine Ln 76108 Suzanne Dunlap

Mike Shepherd 10505 Dry Valley Ct. 76108 Mike Shepherd

Verna Wilson 10525 Dry Valley Ct. 76108 Verna Wilson

Mr. Willis 1225 N. Ashbark Rd 76108 Mr. Willis

Renee DeLoach 2748 Brea Canyon Rd Renee DeLoach


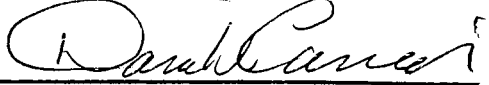




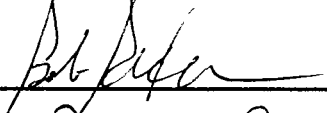

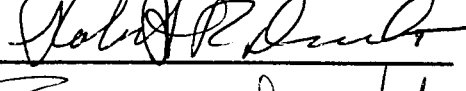

Peter C. Levy 2300 Whispering Wind St. Peter C. Levy

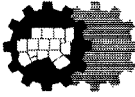
JOHN BRADLEY 241 VERNA TR N, 76108 John Bradley

BROOKS FAUROT 10404 CATTAIL CT Brooks Faurot

Joyce Peters 2624 Brea Canyon Rd Joyce Peters

NAME (PRINT)	ADDRESS	SIGNATURE
Bobby Bienski	344 Grand Meadow Drive	Bobby Bienski
YUSOFF HOWARD	2504 NOGALCES DR ZUG	Yusoff Howard
Barbara Young	10400 Cattail Ct.	Barbara L. Young
JOHN E. YOUNG	10400 CATTAIL CT	John E Young
John Young II	10400 CATTAIL CT	John E Young II
Marlene Walker	105 10718 Edgewest	Marlene Walker
Walter Storm	1136 Long Pointe Ave	Walter Storm
Erin Shister	10445 Bradshaw Dr.	Erin Shister
Glenn Shister	10445 Bradshaw Dr	Glenn Shister
DAVID FRANKLIN	¹⁰²⁰⁸ 76108 WINKLER DR 76108	David Franklin
Cecilia Law	1225 Hickory Bend Ln.	Cecilia Law
LISA Grimes	1229 Hickory Bend Ln 76108	Lisa Grimes
Nancy McKenzie	402 Fall Cedar	Nancy McKenzie
Karen Storm	1136 Long Pointe Ave FT WORTH TX 76108	Karen Storm
Mike Johnson	2309 SUNDROP CT. FT WORTH TX 76108	Mike Johnson
Tina Arons	2409 Ensenada Ln	Tina Arons
Amy DeLaRosa	2912 Wispy Tr	Amy DeLaRosa
Austin Caraway	2409 Ensenada Ln	Austin Caraway

NAME (PRINT)	ADDRESS	SIGNATURE
Johanne Hedges	2209 Rolling Creek Run	
DANA W. CARRIER	2301 WAKECREST DR	
NANCY A. CARRIER	2301 WAKECREST DR.	
Jack Suen	1217 Nighthawk Rd	
Courtney Suen	1217 Nighthawk Rd	
HERB EVERITT	10508 STRIDGEC CT	
Bob Robertson	101 Yuchi Trl. S.	
Danny Bass	2405 Wakecrest	
Bob Durko	10732 Lipan Trl	
Bowie Franklin	10208 Winkler Dr	



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Oscar Ward
 Organization City of Irving - City Council Place 5
 Date Feb 3, 2015
 Meeting Location NCTCOG - Arlington

Please provide written comments below:

Citizens of Irving disappointed not being included in the
sharing of Pop/I Funds. Our staff submitted projects for
consideration, but received NO formal written reasons why
we (Irving) failed to qualify for a portion of the funding.
Why doesn't NCTCOG communicate the reasons a city's
submitted did not qualify.

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: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

**FY2016 AND FY2017 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING**

PROJECT IDEAS FOR NCTCOG CONSIDERATION

Name of Project:	IH30/SH360 TRAFFIC IMPACT ANALYSIS	
Anticipated Timeframe for Project:	<input checked="" type="checkbox"/> FY2016	<input type="checkbox"/> FY2017
Description of Project		
<p>The INTERCHANGE IMPROVEMENTS AT IH30/SH360 will HAVE A DIRECT AFFECT ON TRAFFIC CIRCULATION IN THE NORTHEAS QUADRANT WHICH IS THE GREAT SOUTHWEST INDUSTRIAL DISTRICT. The Interchange will create HARDSHIP FOR MOTORISTS AND TRUCKS TO ENTER AND EXIT SH360. A PROPOSED EXTENSION OF GREAT SOUTHWEST PARKWAY WILL PROVIDE A RELIEF PROVIDED ACCESS IS PROVIDED AT IH30. A STUDY SHOULD BE CONDUCTED TO REVEAL CONGESTION IN THE CWD WITH AND WITHOUT IH30/CSW ACCESS.</p>		
Requested By:	Jim SPARKS	
Title:	Director of OPERATIONS AND TRANSPORTATION PRECINCT 2	
Agency:	TARRANT COUNTY PRECINCT 2	
Telephone:	817-483-6920	

Please submit request to the North Central Texas Council of Governments no later than March 20, 2015. Form may be mailed, faxed, or e-mailed to Jill Hall, Transportation Department, P.O. Box 5888, Arlington, TX 76005-5888, (817) 640-3028 (Fax), jhall@nctcog.org.



MAYOR
ROBERT CLUCK

THE AMERICAN DREAM CITY

101 W. Abram St.

P.O. Box 90231, MS 01-0310
Arlington, Texas 76004-3231

Office 817-459-6121

Robert.Cluck@arlingtontx.gov

January 29, 2015

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Centerpoint Two
Arlington, TX 76011

Re: Support for Proposition 1 funding for the I30/SH360 interchange

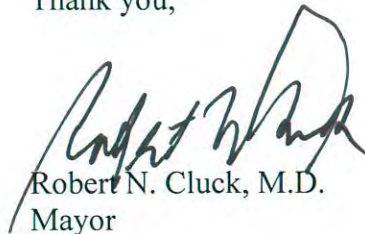
Dear Mr. Morris,

Please accept these comments as the City of Arlington's strong support for the use of Proposition 1 funding on the Interstate 30/State Highway 360 interchange.

The construction of the Interstate 30/State Highway 360 interchange is of extreme importance to the City of Arlington. While the interchange has a strong, local impact on our City, it also plays a significant role in the region's overall transportation system. This construction project will ease congestion, increase mobility and improve air quality for our region, resulting in positive quality of life and economic benefits for all residents of North Texas. You have stated that this interchange is the single most important roadway priority in the State and we would agree. Therefore, the use of Proposition 1 funding on this project will support the legislature's desire to fund roadway projects that benefit individual regions as well as the State as a whole.

We urge you to maintain your current recommendations which include \$200,000,000 in Proposition 1 funding for the Interstate 30/State Highway 360 project. Please let me know if we can offer additional support to ensure this project remains a top priority and moves forward in an expedited fashion.

Thank you,



Robert N. Cluck, M.D.
Mayor



February 5, 2015

Ms. Amanda Wilson
Public Involvement Manager
North Central Texas Council of Governments
Transportation Department
616 Six Flags Drive
Arlington, Texas 76011

RE: Proposition 1 Funding Recommendations Public Meetings

Dear Ms. Wilson:

In response to the public meetings that are being conducted concerning the Proposition 1 Funding Recommendations, The City of McKinney wanted to show its support for the proposed recommendations. The City has worked very hard with its partners at the North Central Texas Council of Governments and the Texas Department of Transportation to develop this project.

The City Council of the City McKinney passed the attached resolution in support of the proposed recommendations.

Please contact me at 972-547-7438 if you have any questions or need additional information.

Thank you for your continuing efforts to coordinate projects in the City of McKinney.

Sincerely,

Gary Graham, PE, PTOE
CIP & Transportation Engineering Manager

City of McKinney • Engineering Department

P.O. Box 517 • McKinney, Texas 75070 • Metro 972-562-6080

RESOLUTION NO. 2015-01-009 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, EXPRESSING APPRECIATION TO THE REGIONAL TRANSPORTATION COUNCIL FOR CONSIDERING THE FUNDING OF THE CONSTRUCTION OF FM 546 WITH PROPOSITION 1 FUNDS

WHEREAS, the City Council of the City of McKinney, Texas, has made the construction of the new alignment of FM 546 from SH 5 to east of Airport Drive the City's top infrastructure priority; and

WHEREAS, the City Council would like to show its appreciation to the Regional Transportation Commission for acknowledging the City of McKinney's top priority by placing the project on the list for funding from the Proposition 1 funds; and

WHEREAS, the City Council is thankful for the Regional Transportation Council's consideration in rating this project high on the Proposition 1 funding list; and

WHEREAS, FM 546 will provide a more direct route to the McKinney National Airport; and

WHEREAS, McKinney National Airport will continue to expand to serve Corporate and General Aviation clients in McKinney and throughout Collin County; and

WHEREAS, the new alignment of FM 546 is the first segment in regional loop that will connect to US 380 in Princeton. This regional loop will provide congestion relief to US 380 from Princeton to US 75 and SH 5 through downtown McKinney.

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

Section 1. The City Council encourages the Regional Transportation Council to adopt the draft Proposition 1 project list for Collin County as presented.

Section 2. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

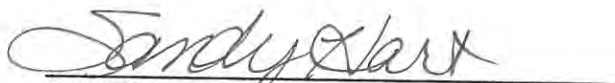
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THE 29th DAY OF JANUARY, 2015.

CITY OF MCKINNEY, TEXAS



BRIAN LOUGHMILLER
Mayor

ATTEST:



SANDY HART, TRMC, MMC

City Secretary

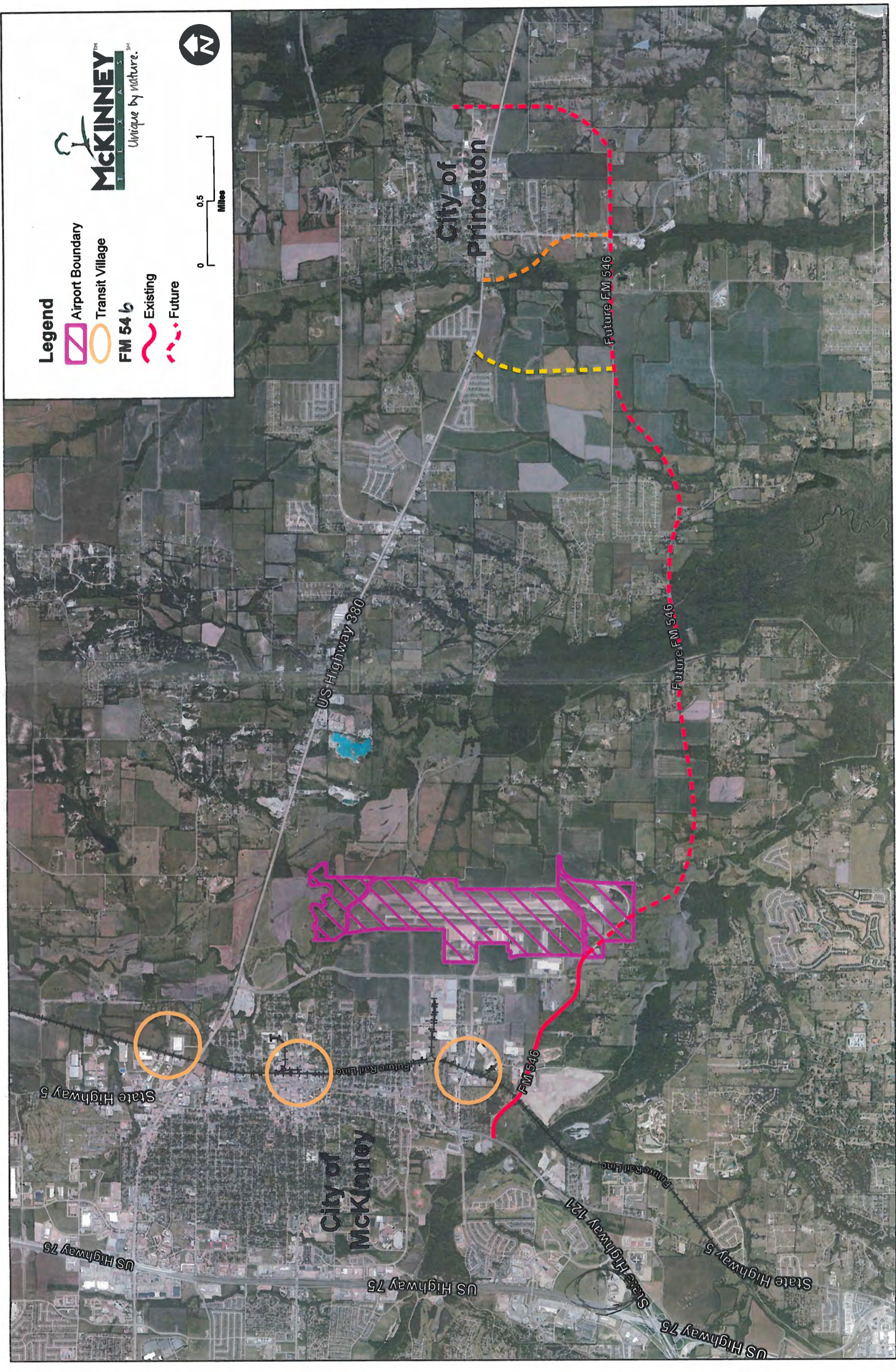
DENISE VICE, TRMC

Assistant City Secretary


APPROVED AS TO FORM:

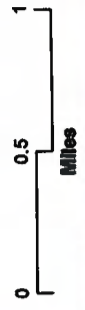
A handwritten signature in black ink, consisting of a large, stylized loop at the top and a horizontal line extending to the right.

MARK S. HOUSER
City Attorney



Legend

-  Airport Boundary
-  Transit Village
-  FM 546 Existing
-  Future



Jahnae Stout

From: Micah Baker <Micah.Baker@dallascounty.org>
Sent: Thursday, February 05, 2015 9:33 AM
To: Jahnae Stout
Cc: Transinfo; Tushar Solanki; Brian Hooker; Antoinette Bacchus; Alberta Blair
Subject: Proposition 1 Funding Request for Consideration
Attachments: IH 35E Frontage Roads Status_1.9.15.docx

Jahnae,

I attended Tuesday night's Public Meeting about the Proposition 1 Funding Program and I believe that Dallas County has a project that would be an excellent candidate for this opportunity. The I-35E frontage road project is a strong candidate that meets all the requirements for this funding. I am attaching a project fact sheet as well as the below project description to give you a brief overview of the project. Please let me know what other information is needed for NCTCOG consideration of this project.

Project Description - Construction of continuous northbound frontage roads along I-35E from Manana to Royal and southbound frontage roads from Walnut Hill to Manana

Travelers on I-35E through Dallas County have limited access to the region. The lack of any interchange between Manana Dr and Walnut Hill Lane coupled with congested roads in the area make it extremely difficult to access the land parcels adjacent to I-35E. This has limited the potential for businesses and retailers to utilize the land assets effectively.

The estimated cost for construction is \$9.3 million. TxDOT has been reviewing the Plans, Specifications & Estimates (PS&E) at each stage of design. TxDOT has approved the 30%, 60% and 90% designs. Currently, Dallas County has submitted 95% plans to TxDOT. Thus far, the environmental Continuous Activity (CA) Memo was submitted to TxDOT on July 14, 2012. It is currently anticipated that the CA will be approved once construction funding is identified. No additional right-of-way (ROW) is needed. Utility coordination ongoing; utility companies will begin relocating impacted utilities in order to allow for the frontage road construction to be implemented when funding is identified. The early relocation of utilities will allow for the utility companies to more routinely schedule the relocation within normal operations.

The proposed frontage roads along I-35E to the north and south of Walnut Hill Road promises to improve the accessibility to these land parcels and generate potential development of commercial facilities such as retail outlets and office buildings.

Thanks,

Micah Baker
Transportation Planner
Dallas County Public Works
411 Elm Street, 4th Floor
Dallas, Texas 75202

[Micah.baker@dallascounty.org](mailto:micah.baker@dallascounty.org)
214-653-7465

IH 35E Frontage Roads

C-S-J:	0196-03-263
Limits	Manana Drive to Royal Lane
Est. Const. Cost:	\$9,300,000
Project Description:	Construction of continuous northbound frontage roads from Manana to Royal and southbound frontage roads from Walnut Hill to Manana
Commissioner:	Dr. Elba Garcia
Contractor:	(Waiting on construction funds before letting)
Dallas County Contact	Tushar Solanki (214)-653-6458 Tushar.Solanki@dallascounty.org
Design Consultant	HDR Engineering
TxDOT Contact:	Ali Taheri (214)-319-6566 Ali.Taheri@TxDOT.gov

Schedule

(Approximate dates, subject to change without notice)

Schematic/IAJ Approval	10/23/2002
FHWA-Environmental Approvals	12/11/2002 FONSI Current Continuous Activity Memo under review pending allocation of construction funding
95% Plans Submitted to TxDOT Dallas	August 2, 2014
Anticipated Project Ready to Let Date	May 2015
Construction Duration	6 months

Current Activity:

- **ENV:** The Continuous Activity (CA) Memo was submitted to TxDOT on July 14, 2012. It is currently anticipated that the CA will be approved once construction funding is identified.
- **Plans Specifications & Estimates:** PS&E kickoff meeting with TxDOT held on August 30, 2012. Coordinating with LBJ Infrastructure Group regarding improvements to IH 635 and IH 35E in the area. 95% PS&E was submitted in August 2014, with a ready to let date of May 2015 pending construction funding.
- **ROW:** No additional ROW is required.
- **Utility Coordination:** Utility coordination ongoing. Utility companies will begin relocating impacted utilities in order to allow for the frontage road construction to be implemented when funding is identified. The early relocation of utilities will allow for the utility companies to more routinely schedule the relocation within normal operations.
- **Funding:** No Construction funding has been identified.



Jahnae Stout

Subject: FW: Proposition 1 Funding
Attachments: Prop 1 List Feb 2_2015.xlsx

From: Melissa Baker [<mailto:mebaker@cityofirving.org>]

Sent: Friday, February 06, 2015 4:31 PM

To: Michael Morris

Cc: Adam Beckom; Ramiro Lopez; Daniel Vedral

Subject: Proposition 1 Funding

Good afternoon Michael,

On behalf of the City, thank you for the opportunity to submit projects for the Proposition 1 funding list.

Attached are two projects Irving would like to submit.

Please let me know if I can be of any assistance.

Thank you,

Melissa

District	CSJ	County	Name/Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Ready to Let Date	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding
Dallas	Pending	Dallas	SH 356	Maintenance	Grade Separation over MacArthur Blvd	Bridge replacements and reconstruct roadway	\$10 million	\$10 million			Yes	2018
Dallas	Pending	Dallas	Spur 348/ Northwest Highway	Reconstruction	Grade separation 1500 feet east of Las Colinas Blvd. to East city limit line	Grade separation Spur 348 and Riverside Blvd	\$14 million	\$14 million			Yes	2018

Jahnae Stout

Subject: FW: Kaufman County Bond Projects
Attachments: Kaufman County Bond Issuance Schedule as modified by JRP 17 November 14.xlsx

From: Christina Troell [<mailto:ctroell@itsinc-tx.com>]

Sent: Friday, January 30, 2015 1:05 PM

To: Adam Beckom; Michael Morris

Cc: John Polster

Subject: Kaufman County Bond Projects

All,

See attached for the Kaufman County Bond Program spreadsheet.

Christina Troell

ITS

Innovative Transportation Solutions, Inc.

2701 Valley View Lane

Farmers Branch, TX 75234

Office: (972) 484 – 2525

Fax: (972) 484 – 4545

Cell: (214) 673 – 8224

Kaufman County - 2013 Transportation Bond Program
Proposed Bond Sale Schedule

Project #	Project Name	Limits	Total Project Cost	Local Funds	TxDOT and Federal Funds	2013 County Bond Funds	2014 Issuance	2016 Issuance	2018 Issuance	Comments
1	County Roads (Precinct 1)	Precinct 1	\$1,000,000		\$0	\$1,000,000	\$400,000	\$300,000	\$300,000	
2	County Roads (Precinct 2)	Precinct 2	\$1,000,000		\$0	\$1,000,000	\$400,000	\$300,000	\$300,000	
3	County Roads (Precinct 3)	Precinct 3	\$1,000,000		\$0	\$1,000,000	\$400,000	\$300,000	\$300,000	
4	County Roads (Precinct 4)	Precinct 4	\$1,000,000		\$0	\$1,000,000	\$400,000	\$300,000	\$300,000	
5	SH 34 (By-Pass)	SH 34 to US 175/Fair St	\$20,200,000	\$14,200,000	\$0	\$6,000,000	\$6,000,000	\$0	\$0	Funding gap in Pass Through Project, expect a proportional payback of \$4.5M
6	CR 151/ Kings Fort Pkwy	Washington St to City Limits	\$4,000,000		\$0	\$4,000,000	\$1,000,000	\$3,000,000	\$0	
7	SH 243/ FM 2515 Intersection Improvements	Intersection	\$200,000		\$0	\$200,000	\$200,000	\$0	\$0	
8	SH 243/ FM 2727 Intersection Improvements	Intersection	\$200,000		\$0	\$200,000	\$200,000	\$0	\$0	
9	US 80 Ramp Relocations	FM 460 to FM 740	\$2,500,000	\$500,000	\$0	\$2,000,000	\$400,000	\$1,600,000	\$0	
0	FM 1641 Advanced Planning	FM 548 to IH 20	\$1,800,000		\$0	\$1,800,000	\$0	\$1,800,000	\$0	
1	FM 548 Advanced Planning	North of Hwy 80 to Rockwall County Line (SH 205)	\$2,600,000		\$0	\$2,600,000	\$1,000,000	\$1,600,000	\$0	
2	FM 548 North - Ph 1	N. of Hwy 80 @ Wal-Mart to Reeder Ln	\$8,500,000		\$5,950,000	\$2,600,000	\$500,000	\$2,100,000	\$0	
3	Spur 557 Frontage Rd, Ramps and CR 305 (Las Lomas Pkwy) Bridge	CR 305 to FM 148	\$11,000,000	\$4,500,000	\$0	\$6,500,000	\$6,500,000	\$0	\$0	Funding gap in Pass Through Project, expect a proportional payback of \$3.6M
4	FM 986 - Advanced Planning	SH 205 to Whitt Ranch	\$1,000,000		\$0	\$1,000,000	\$0	\$0	\$1,000,000	
5	FM 148/ SH 205/ US 80 /RR Intersection Improvements	FM 148/ SH 205/ US 80 Intersection to Oncor Facility on SH 205	\$6,600,000		\$4,620,000	\$2,000,000	\$950,000	\$1,050,000	\$0	
6	FM 148 North	Southside of Spur 557 to north side of Bachelor Creek	\$6,700,000		\$0	\$6,700,000	\$2,000,000	\$4,700,000	\$0	Pass Through Project, expect payback amount of \$2.16M
7	US 175/ FM 1895 Intersection Improvements	Intersection	\$200,000		\$0	\$200,000	\$200,000	\$0	\$0	
8	US 175 South Frontage Rd	FM 148 to FM 4106	\$6,800,000		\$4,760,000	\$2,100,000	\$1,000,000	\$1,100,000	\$0	
9	FM 148 By-Pass	Existing FM 148/Central Baptist Church to US 175	\$4,700,000		\$3,290,000	\$1,500,000	\$600,000	\$900,000	\$0	
10	FM 148 (FM 1390 to FM 3094)	FM 1390 to FM 3094	\$12,000,000		\$8,400,000	\$3,600,000	\$1,500,000	\$1,100,000	\$1,000,000	
11	CR 4006 Improvements	Adair Rd to Yoeman Rd	\$200,000		\$0	\$200,000	\$200,000	\$0	\$0	
12	SH 34 main lane and Intersection Improvements	Ellis County Line to Kaufman	\$7,600,000		\$5,320,000	\$2,300,000	\$1,000,000	\$1,000,000	\$300,000	
13	Hwy 80 Regional Planning Study	Spur 557 to Van Zandt County line	\$1,000,000		\$0	\$1,000,000	\$875,000	\$125,000	\$0	
14	Highway 34 Advanced Planning	Terrell to Kaufman	\$1,500,000		\$0	\$1,500,000	\$750,000	\$500,000	\$250,000	
15	Regional Transportation Plan	Countywide	\$1,000,000		\$0	\$1,000,000	\$900,000	\$100,000	\$0	
26	Strategic Project Funding	Countywide	\$3,000,000		\$0	\$3,000,000	\$40,000	\$928,000	\$182,387	
26	Strategic Project Funding : SH 34 North LPA	Countywide	\$0		\$0	\$0	\$950,000	\$0	\$0	
	Strategic Project Funding: CR 4006	Countywide	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	
	Strategic Project Funding : SH 34 North Utilities	Countywide	\$0	\$0	\$0	\$0	\$72,000	\$0	\$0	
26	Strategic Project Funding : COUNTY COSTS	Countywide	\$0	\$0	\$0	\$0	\$817,613	\$0	\$0	
			\$107,300,000			\$56,000,000	\$29,264,613	\$22,803,000	\$3,932,387	
		Targets				\$56,000,000	\$30,817,613	\$21,000,000	\$4,182,387	Pass-Through Payback \$10,300,000

Forney	\$1,900,000	\$7,100,000	\$0
Terrell	\$9,450,000	\$5,750,000	\$1,000,000
Kaufman	\$7,000,000	\$3,000,000	\$0

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Greg J. Royster, P.E., Dallas/Fort Worth International Airport, January 8, 2015

I reviewed the draft project listing handed out at RTC this afternoon. The listing was very thorough and covered many critical needs of the region. However I did want to ask about a project that the Airport is highly interested in and that is the remaining scope of the DFW Connector, or "Configuration 3". I believe we talked about this previously. There were several ramp connections that were deferred because of lack of funds. The ramp/ collector distributor connections feed Spur 97 (International Parkway) Service Road. Because this was part of the environmentally cleared project initially, it would seem it could be ready for letting by December 2015. Was there consideration of this item for the Prop 1 Projects for Discussion?

Response by Adam Beckom, NCTCOG Transportation Department

Do you know how much in Prop 1 funds is needed for Configuration 3? If you can let me know by noon tomorrow then we can have the amount listed for the RTC mail out.

Greg J. Royster, P.E., Dallas/Fort Worth International Airport

\$42 million for DFWConnector config 3 northbound ramp system.

Keith Kirkland, Northeast Texas Distributors, January 12, 2015

Please do not forget us in Fannin county and northeast Collin county! Hwy 121 from the Fannin County line to Melissa and I-75 is a bumper to bumper nightmare during peak hours. It is a dangerous road all day long. I also believe it is hindering the growth of towns such a Trenton in Fannin county. I believe widening 121 would also slow a little bit of the crazy fast growth going north above the Hwy 75 and Hwy 289 corridors. The movement east down 121 would take some pressure off.

The only other recommendation I want to make is widening of Hwy 69 between Celeste and Greenville. I believe at least phase three on that stretch of road is needed to save lives. I personally know several people and heard of many others who have been killed or injured on that part of Hwy 69. It's got some to do with the amount of traffic but I believe even more of it has to do with the rise and fall in elevations all along that part of the highway.

Thank you for your time!

Eddie Sims, City Secretary, City of Farmersville, January 18, 2015

I thought I'd follow up to see how funding is coming along and if our project is in the running to be funded. If you need more information or if I may be of assistance, please let me know.

Thursday, September 18, 2014 3:58 PM

Subject: Farmersville Construction Ready Project - Funding Request

Thank you so much for visiting with me yesterday regarding funding and the information surrounding Proposition 1 funding. I've attached our grant project request for you to have on file should Proposition 1 pass. Farmersville would appreciate any and all efforts to help fund this project to allow economic growth opportunities surface in the eastern

side of Collin County. Thank you again and if I may answer any questions, please let me know.

Response by Christie Gotti, NCTCOG Transportation Department

We have your project on our inventory of needs list. Currently, we are working on identifying Proposition 1 projects. This project would not be eligible, as it is not on the state highway system or interstate highway system. We will continue to look for funding opportunities for this project as they arise.

Stan Aten, January 18, 2015

I understand that your organization is looking for ideas on how to spend a bit of extra money provided by the state of Texas.

Here are my suggestions:

#1 Fund the D2 (2nd light rail line) thru downtown Dallas to relieve congestion on the light rail lines & allow DART to expand rail service.

#2 Fund a tunnel to connect the Green Line to the terminal at Love Field.

#3 Expand the starter street car line into Oak Cliff, Oak Lawn and East Dallas to reduce the need for building more freeways.

Your organization can not build roads fast enough to keep up with the expanding population so you need to focus on adding modes of transportation that can be expanded without the need for taking great chunks of land off the tax rolls. More and wider roads is not the answer in an urban setting.

Linda Cooke, January 20, 2015

I have just found out about a meeting today at the TxDOT offices in Mesquite so am playing catchup right now. I have some key questions I have not been able to resolve from reviewing materials I have found.

1) The draft inventory of projects Reference Item 7 dated January 8, 2015 shows only 6 projects for Dallas this year. Are these the only items under consideration or are there more projects to choose from if the consensus is that these are not the correct priorities based on public input received? I realize that there is an expediency in using a project that has been shelved for lack of funding, so I want to clarify if the funding is limited to just these existing projects or if monies can be accrued for a "higher priority" project in subsequent years.

2) The Focus Areas section of the Prop 1 December public meetings (which I was unaware of due to focusing on Christmas mailing projects) says "traditional roadway projects (transit, bicycle/pedestrian, and toll roads are ineligible." I am unclear on how transit fits into this category. Does this mean that none of these funds can be put toward mass transit that could relieve road congestion, like expansion of the DART rail service in the downtown area?

Response by Christie Gotti, NCTCOG Transportation Department

Thank you for participating in the public review process for Proposition 1 projects/funding.

In response to your first question, the listing from the Regional Transportation Council (RTC) meeting on January 8, 2015 is the list of projects being recommended to the RTC by Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staff. We are currently taking comments from citizens, local governments, and transportation agencies in our region. If additional projects are suggested to us during the public involvement process, we will review them to see if they meet the guidelines set by the State (e.g., ready to go to construction by December 2015 for year one, environmentally cleared, in the current metropolitan transportation plan). Funds cannot be accrued for use in a later year, as TxDOT and the State Legislature are interested in honoring voters' wishes to implement projects expeditiously. That being said, you will note that our list includes four years of projects, as our region is trying to plan for future years and have additional, priority projects ready to use the Proposition 1 funds in those years. You are welcome to provide comments on the projects we are proposing in years one through four, as we are considering all four years together locally. That being said, the State is only taking action on the first year of projects at this time.

Regarding your second question, the eligibility items you noted are correct. Under State law, only public roadway projects (other than toll roads) are eligible for Proposition 1 funding. Therefore, transit, bicycle, pedestrian, and toll road projects are ineligible for Proposition 1 funds.

If you would like to receive notification of NCTCOG public meetings, you can click on the "stay informed" button on the website noted below to sign up to receive our notifications: <http://www.nctcog.org/trans/outreach/meetings/index.asp>. You will note that NCTCOG has public meetings scheduled the first week of February 2015 on Proposition 1.

Please let me know if you have any further questions or concerns.

Deborah Wiseman, January 23, 2015

You and your partnerships are all illegal and criminally in together for fraudelently taking away the rights of the voters of the state of Texas to do this. You have no idea what's coming to you and I'm so happy to tell you that. :) Have a nice day you NGO.

Beth Farrell, January 23, 2015

The Airmadillo campaign is so silly and ridiculous. What a dumbed-down complete waste of good taxpayer money! Honestly. How unintelligent do tou think we are?

Chuck Dart, City of Ferris, January 23, 2015

Has the NCTCOG included the North Ellis County TxDOT project for FM 664 in its Proposition 1 list? If so, which phases? If not, how can we, as local officials, get it on the list for consideration?
Chuck Dart City of Ferris 972 842 2923

Response by Christie Gotti, NCTCOG Transportation Department

Thank you for your question. We have a substantial amount of projects already being proposed in Ellis County, and the proportional share of the regions' funds slated Ellis County is pretty high already. That being said, we have registered your request and added a placeholder to our list for consideration. Can you send us additional project details (i.e., limits, scope of work, cost estimate, project development timelines). It is possible that we can consider this project in future years (FY 2016-2018).

Larry Brannon, January 23, 2015

Within the city of Dallas, there is a very old substandard bridge over White Rock Creek in the 4800 block of Military Pkwy Dallas, TX. 75223. It carries 2 lanes of traffic both ways and is heavily used. During recent heavy spring rains the water in the creek rises to the level of the bridge, The guard rail on the north side was damaged, then stolen and not replaced. It is very ugly, dangerous and embarrassing. Could some funding be allocated to building a new bridge?

Response by Christie Gotti, NCTCOG Transportation Department

Thank you for your question. Proposition 1 funds are only eligible for projects on the Interstate Highway or State Highway System. In this location, Military Parkway is not on the State Highway System, so it would not be eligible for Proposition 1 funding. However, the Texas Department of Transportation (TxDOT) does have an off-system bridge program and the City of Dallas has road maintenance funding. We will coordinate with TxDOT and the City of Dallas to see if we can help you find a possible solution. If you can give us a few weeks, we will look into some options and get back with you.

Jes R, January 26, 2015

I am contacting you to report and complain on multiple accounts of air pollution in North Texas. For the past three years or more, the citizens of Fort Worth Texas and the surrounding area have been inundated with a constant spew of chemical release from local pilots and airports participating in Geoengineering. We are succumbed to this daily and it is not only hazardous to human health, it is deteriorating the ozone layer at a rapid rate. It is time the air quality control account for these aerosol spraying projects and release the true measure of heavy metal particulates in our environment. The whole body of our community is endangered by a few profiting on faulty science. This must stop and the ramifications and quality of our chemically laden air must be accounted for and presented to local governing bodies to end this barbaric onslaught of geoengineering in North Texas skies.

Ishmael, January 29, 2015

Upgrade existing roads (I-30, f'rinstance) repair existing roads. Don't take on new roads until those we have are maximized. Bike trails are nice, but they are not ROADS.

Ryan Behring, February 5, 2015

I was unable to attend the Prop 1 funding meetings. I have a couple of questions. Thank you. 1. On page 4 of the presentation, it states: "Projects must be on the Interstate Highway System or the State Highway System". I thought this was state money, not federal money. Is there a reason that these funds cannot go toward local projects? 2. On page 4, it also states:

"Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible)". Why is car travel consistently given preference in this city (to the tune of 98% by use) over travel by train, bus, bike or foot? Not all travel is regional. Many small projects could make a huge difference, not just the large ones. 3. On page 5, it states: "Greater focus on capacity rather than maintenance". You would not build an addition to your home if you had a leaky roof. Why do we choose to bankrupt this and future generations?

Brenda Short, February 10, 2015

I helped organize against the Blacklands Toll Road. During that whole ordeal our group was accused largely of being against any type of progress. You and I both know that was not true. So, since I understand the NCTCOG is taking comments/suggestions on how the Prop 1 funds allocated to North Texas should be spent, I am sending you this email to tell you something I am in favor of. I would like to see the Prop 1 funds used to expand I-30 from Greenville westward without the use of managed lanes or toll lanes. I think this would do more to help the congestion in that area than anything else. Another good use of funds would be expanding Hwy 66 which I think is already on the books for at least the area between Rockwall & Royse City. Another road that services this area that could be better utilized is Hwy 6 from Caddo Mills to Lavon. Expanding any and all of these roads is a much better idea than a toll road through that same area. Thank you, and have a nice day!

Massoud Ebrahim, P.E., City Manager, City of Greenville

Would you please tell me on Prop. 1 Funding (2016-2018) in Hunt county, what project in Blue, from I-30 to North is?

Response by Adam Beckom, NCTCOG Transportation Department

The project listed is for the bridge replacement at FM 2642. Currently the scope is for reconstruction with no widening. I can put you in touch with The TxDOT Paris District offices if you need any additional information.

Getting the most value out of #PavementManagement implementation w/ #FugroRoadware & Kercher Engineering @NCTCOGtrans – Fugro Roadware (@FugroRoadware)



Possible causes for various #colors of exhaust #smoke. @NCTCOGtrans
<http://hubs.ly/y0pq5w0> – Bill Estes Chevy (@BillEstes_Chevy)

Clarity 1/8 after @SenRoyceWest @NCTCOGtrans & other heavy hitters discuss #trinitytollroad? <http://d-news.co/GIMcN> – Alicia Schroeder (@LivingintheBigD)



Going to the College Football Championship on 1/12 & are unsure which airport to choose?
@NCTCOGtrans makes it easy: <http://www.NTXairports.com> – Yasmina Platt (@AOPACentralSW)

How will you use our transportation system differently in 2015? #ResolutionsFor2015 – NCTCOGTransportation (@NCTCOGtrans)

@NCTCOGtrans Multi-modal for sure. It's not one mode over another, we need a balance within the region to keep people moving. – WTS Dallas Ft. Worth (@WTSDFW)

@NCTCOGtrans has opened the North Central #Texas Clean #SchoolBus Program 2015 Call for Projects! #FREEmoney #grants
<http://campaign.r20.constantcontact.com/render?ca=6bd6b74f-1ca1-473c-b74c-e867f7142d85&c=29abf560-3420-11e3-85de-d4ae5292c38a&ch=2ad5f670-3420-11e3-864f-d4ae5292c38a> ... – CleanFUEL USA (@CleanFUELUSA)

Clean #schoolbus Call for Projects #workshop hosted by @NCTCOGtrans January 20th:
<https://www.eventbrite.com/e/clean-school-bus-call-for-projects-workshop-tickets-14986904234> ... #grants #transportation #propane – CleanFUEL USA (@CleanFUELUSA)

As we prepare for the 84th Legislature, what's your top priority for our transportation system? – NCTCOGTransportation (@NCTCOGtrans)

@NCTCOGtrans connecting outer cities to inner cities, lotta low incomers wo reliable trans lkng 4 jobs, mass transit to big city wuld help – J Whitehead (@ntxweathersoonr)

@NCTCOGtrans Safety! Outlaw mobile phone use while driving statewide. – juliabikes (@JuliaBikes)

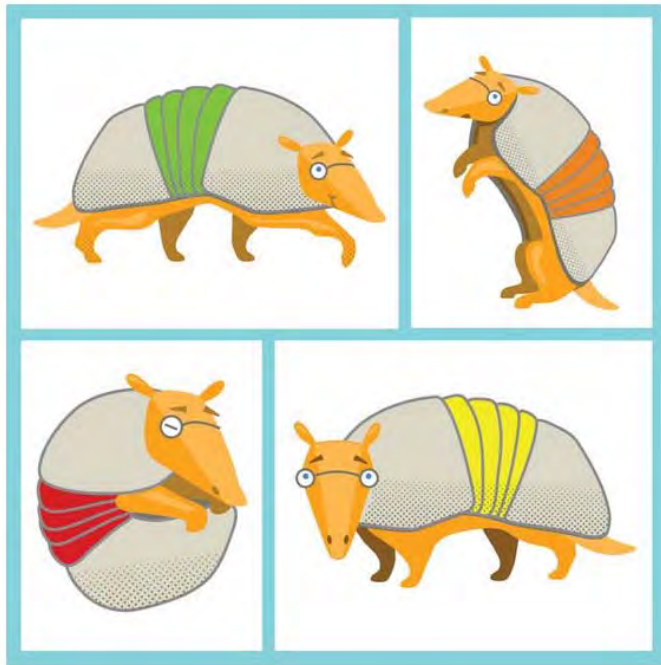
Among those seen going into room: @NCTCOGTrans dir. Michael Morris, Dallas council member Vonciel Jones Hill, @WalkableDFW... – Brandon Formby (@brandonformby)

@brandonformby @NCTCOGtrans are you staking us out? – patrick kennedy (@WalkableDFW)

.@NCTCOGtrans files this under 'hippie b.s.' RT Transit Projects Are About to Get Much, Much Easier in California <http://www.citylab.com/commute/2014/07/transit-projects-are-about-to-get-much-much-easier-in-california/374049/> ... – Collin Cole (@CoollinCoole)

Kick the single use bottled water habit. Email transinfo@nctcog.org and request a free reusable water bottle be sent your way. @NCTCOGtrans – Keep FW Beautiful (@KFWB_TX)

Meet the #AirNTX Airmadillo! He's here to share AQ info, but needs a name! Help us pick one:
<http://svy.mk/1FXCVFG> pic.twitter.com/OY26GsMnnY – NCTCOGTransportation (@NCTCOGtrans)



.@NCTCOGtrans Quinton the Air Quality bird welcomes his newest AIRnimal friend and is excited to learn its name soon! – MARC AirQ Program (@airqkc)



This solves everything you guys. There will be no more traffic ever. – Robbie Good (@robbiegood)

@robbiegood @PriceCoffee that's from chapter 1 verse 1 of @NCTCOGtrans book of CAN NEVER EVER CHANGE guidelines. – Philip Goss (@gosspl)

It's not too late to help name the #AirNTX Airmadillo – click the link to vote by Friday!
<http://svy.mk/1FXCVFG> pic.twitter.com/Zzr99g7PB7 – NCTCOGTransportation (@NCTCOGtrans)

@NCTCOGtrans Just voted. Good list to choose from. – Keep FW Beautiful (@KFWB_TX)

@KFWB_TX Thanks for voting! – NCTCOGTransportation (@NCTCOGtrans)

@NCTCOGtrans Your website and flier don't match up. What times are the Feb. 3 meetings for Arlington and Dallas? #SureThatWasAnAccident – Dallas May (@1DaIM)

.@NCTCOGtrans this flyer/website show contradictory times for Dallas/Arlington public meetings on Prop 1 – patrick kennedy (@WalkableDFW)

@WalkableDFW @NCTCOGtrans #SureItWasAnAccident

@WalkableDFW @NCTCOGtrans I don't see the contradiction. Seems like three separate meetings at three different times.

@WalkableDFW The flier is correct, and the error at <http://www.nctcog.org/meetings> has since been corrected. – NCTCOGTransportation (@NCTCOGtrans)

@1DaIM The flier is correct, and the error at <http://www.nctcog.org/meetings> has since been corrected. – NCTCOGTransportation (@NCTCOGtrans)

This is what inequality in our transportation system looks like
<http://streetsblog.net/2015/01/22/suburban-atlanta-where-parking-is-required-but-sidewalks-are-not/> ... – Angie Schmitt (@schmangee)



@schmangee This is also the case all over Dallas / @NCTCOGtrans @dartmedia @TxDOTDallasPIO @1500Marilla @cnu23dfw – AFH Dallas-Ft. Worth (@afh_dallasftw)

NCTCOG always works to improve #transpo for N. TX residents. So we're asking: Why do you commute a certain way? (1/2) – NCTCOGTransportation (@NCTCOGtrans)

.@NCTCOGtrans I drive a car everywhere only because public transit in west DFW utterly fails. I'd rather ditch the car and take trains. – Randy (@texrat)

@texrat @NCTCOGtrans I must admit its something really lacking here. In the UK there are bus stops everywhere making anywhere accessible. – Heidi (@HeidiBishop1)

@NCTCOGtrans forced to drive. wish i could take @dartmedia but utterly impractical right now. – CM (@chrsmnsn)

@NCTCOGtrans STOP THE TEXAS BULLET TRAIN. – Ginger (@gingerdr)



Dallas Area Rapid Transit will receive \$7.6 million to buy electric buses for D-Link, its bus service that connects downtown Dallas to North Oak Cliff. <http://bit.ly/1zox5Z5> – NCTCOG Transportation Department

Add bus lanes – John Johnny Halliburton

Developer Texas Central Railway has identified two potential sites for a Dallas station on its high speed rail line to Houston: <http://bit.ly/1LV2KGR> #HSR – NCTCOG Transportation Department

So, we are all still waiting to see how you guys are going to threaten to kill the project unless they build a connection to Tarrant County. – Dallas May

I hope they build it soon. – Susan Lynn Brown

Progress continues to be made on TEX Rail. The proposed commuter rail line from downtown Fort Worth to Grapevine is expected to receive \$100 million in President Barack Obama's 2016 budget. <http://bit.ly/1D23WUJ> – NCTCOG Transportation Department

How is your hometown doing on their public transit rail line? – Dallas May

Would ride-share, bike-share or car-share help transportation where you live? Take this survey to tell Texas A&M Transportation Institute how it should be planning for alternative mobility programs. <http://travelsurveys.org/> – NCTCOG Transportation Department

The "would this option cause you to reduce the number of vehicles you own" questions don't really work for people with 0 or 1 car. Believe me, if possible I would get rid of my family's car at the first opportunity if I could, but Your planners at NCTCOG make sure that is not possible. You ensure I have to own a car. You give me no other options. – Dallas May

Today, the U.S. Department of Transportation is launching Beyond Traffic, a framework that will lay out the trends and choices facing American transportation over the next three decades. Transportation Secretary Anthony Foxx will join Google CEO Eric Schmidt to start a conversation about questions critical to the future of our transportation system: multimodal travel, driverless vehicles, gridlock and infrastructure repair and replacement.

This framework will begin a wider conversation about how to solve the challenges we're facing. Go to Talks At Google on YouTube at 5 pm CST to view the livestream of their conversation. <http://bit.ly/1z6bWxY> – NCTCOG Transportation Department

Is there any chance that any amount of data presented could ever sway your resolve to slice up my city into ever smaller slices between highways. You completely disregard the people you effect. – Dallas May

Curious about trying an alternative commute to work? Try Parking It has all the resources to make it happen. www.tryparkingit.com – NCTCOG Transportation Department

Your "Try Parking It" program might be more believable if your offices weren't located in a city without public transit. – Dallas May

Walkers and bikers will see improvements at the Santa Fe Trail by the end of the month. The city of Dallas, in partnership with the Friends of the Santa Fe Trail, will plant 44 trees along a portion of the trail as part of its reforestation program. The project calls on volunteers to help plant trees from 10 a.m. to noon Jan. 24. <http://bit.ly/1yNvMkR> – NCTCOG Transportation Department

Is NCTCOG helping out or are you trying to take credit for the good works of others? – Wylie H Dallas

A little bird told us Fort Worth B-Cycle has some pretty good deals and discounts going on this month... Case in point: you can ride today for \$1! <http://bit.ly/1CB1xjX> – NCTCOG Transportation Department

A little bird told me that you guys have been advertising the wrong time for the Dallas public meeting to discuss the Prop 1 funds that you are giving ALL of to Tarrant county. #Surethatwasanaccident – Dallas May

Did you know your flier for your February public meetings contradict your website? The Flier says Dallas is at 6:30 and the website says it's at 10:30. Which is it? – Dallas May

Dallas, the public meetings are scheduled for Monday, Feb. 2, 6:30 pm in Fort Worth; Tuesday, Feb. 3, 10:30 am in Arlington; and Tuesday, Feb. 3, 6:30 pm in Dallas. Apologies for the error at www.nctcog.org/meetings. It has since been corrected. Mail and e-mail notices for the meetings are going out later this week.
– NCTCOG Transportation Department

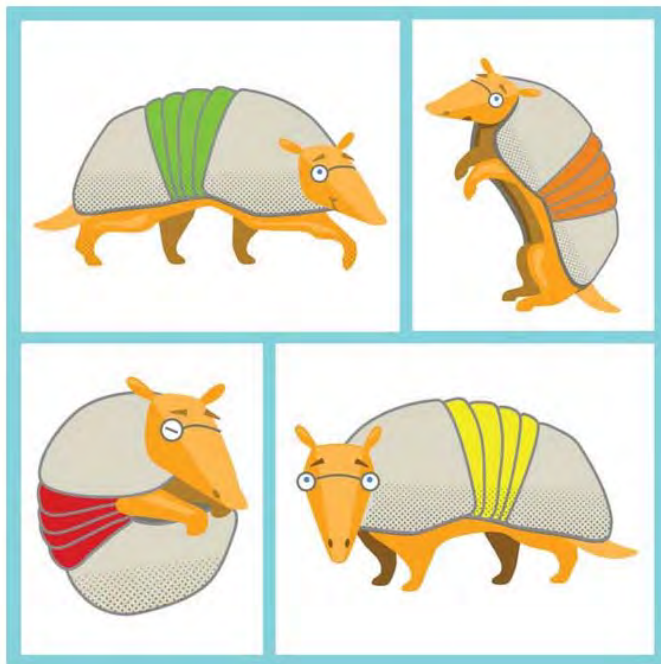
Elon Musk announced that Texas is the leading candidate location for building a Hyperloop test track at today's Texas Transportation Forum. <http://www.texastribune.org/2015/01/15/musk-hyperloop-test-track-works-texas-leading-cand/> – NCTCOG Transportation Department

Yeah, we were also a "leading contender" for his battery factory, even as they were breaking ground in Nevada, right? This is about him pressuring the legislature to repeal the blue laws designed to protect big campaign contributors and allow him to sell cars in Texas. Bet the NCTCOG won't publicly advocate against the big north Texas cat dealerships and promote the free market. – Dallas May

Are you ready for one sticker on your vehicle's windshield? Starting March 1, 2015, Texas motorists will be issued one decal, combining the inspection and registration stickers. <http://twostepsonesticker.com/motorists> – NCTCOG Transportation Department

My registration is due this month and my inspection is due next month. Will I get the all in one sticker next year (2016) since I'm due before March? – Sharon Lindsey

Meet the Air North Texas Airmadillo! His shell changes colors based on the Air Quality Index and he's excited to help spread air quality information to North Texans. But, he needs a name! Please take this survey to help us name him. <http://svy.mk/1FXCVFG> – NCTCOG Transportation Department



I voted! – Lorie Hutensky Robinson

Arnie wasn't on the list! Went with Auggie... – Crystal Forbes

I was hoping "Armie" would be on the list! – Shalise Quinlan

Is "Roady" on the list? Or "Squashy?" – Debby Cody

I voted! – Sharon Lindsey

Fed – Susan DeCell Shifflett

That was supposed to be ded- or muerto! – Susan DeCell Shifflett

The 2016 Chevy Volt has a 50-mile EV range and a 420-mile EV + extended range on a fully charged battery and full tank of fuel. Would a Volt fit your transportation needs?
<http://aol.it/1DBvJNd> – NCTCOG Transportation Department

A cohesive transportation network that didn't require the ownership of any car would fit all of our needs even better. Think frequent bus routes serving small areas, light rail connecting larger communities, and heavy rail connecting actual cities. Now I don't have to spend \$20k plus just to get around, nevermind the gas and tolls. – Lucas Cepak

AT&T Stadium and the teams are almost ready for Monday's #CFBPlayoff National Championship game. Are you? What's your prediction? #UOvsOSU – NCTCOG Transportation Department

I predict that virtually all fans who wish to travel from Dallas to the stadium will be forced to rely on automobiles, because of poor transportation planning leadership from NCTCOG. – Wylie H Dallas

I also predict that out-of-towners will, once again, be disappointed with the lack of walkable destinations within the vicinity of the stadium. – Wylie H Dallas

With the 84th Legislature set to convene in Austin next week, we're thinking about how the transportation system can be enhanced to efficiently and safely serve our growing region. Tell us what the top priority for the system should be. – NCTCOG Transportation Department

I know I can always trust the COG to promote the things us dinosaurs love. More highways and plenty of free and available surface parking lots. All that water run off from the concrete helps make sure I have plenty of mucky water to live in down stream. – Dallasaurus Turner

According to this, it should NOT be more highways and car-centric infrastructure.
<http://usa.streetsblog.org/.../the-feds-quietly.../> – Lucas Cepak

Public transportation.....Ultra-Fast Trains to connect the Texas cities into one larger unit!
– GreenTip Guy

My priority would be more and integrated public transit versus strangling this area with ever more tollroads and highways. The public should have a choice in how they get from point A to B. One measly rail line isn't an option either. – Philip Goss

Did you warm up your car before leaving home this morning? You probably didn't need to. <http://wapo.st/1KITNWh> – NCTCOG Transportation Department

You do, however, need to get all the ice off the windows and get the windows warm enough that moisture doesn't freeze before you leave the driveway ... So ... – Frank Becker

LOL!!! That was my exact thought. – Karen Williamson Tryon

Interesting. – Marsha McCoy Wilson

Meh, I agree with their points, but they didn't address the factor of defrosting the windows and of getting the air warm(er). I compromise by starting the car, then getting back out and scraping the windows. Takes around 2 minutes and I am de-iced and de-fogged. And the air goes from 3 degrees to above freezing, which is good cause driving while shivering is hazardous. – Jennifer Yates

You do, until the lifters stop rattling. – John Phillip Cole

Twenty years ago, the Dallas-Fort Worth Clean Cities Coalition was formed to promote the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Since then, DFW Clean Cities has been leading the region in petroleum and emissions reduction measures to improve air quality and increase energy security. Thank you to everyone who continues to make DFW Clean Cities a success. www.dfwcleancities.org #CleanCities – NCTCOG Transportation Department



Serious question: How does the continued development of new highways and toll roads, promoting longer drives to cheaper land and bigger houses, interact with this initiative? Are we leading because we're forcing more drivers out of Dallas and Fort Worth with the attraction of increased sprawl? Would moving some of those millions of dollars to adding more alternative transportation have a larger impact on reduction of dependence on gas? – Lucas Cepak

Lucas, thank you for your input. Dallas-Fort Worth (DFW) Clean Cities, part of the US Department of Energy's Clean Cities program, is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. The DFW region is

classified as nonattainment for the pollutant ozone, as determined by the US Environmental Protection Agency. As cars and trucks contribute a significant portion of ozone precursor emissions in DFW, programs such as Clean Cities, which strives to reduce petroleum and emissions, are vitally important to helping the region make progress toward meeting attainment. – NCTCOG Transportation Department

Funding tops #RTC's priorities for 84th Legislative Session. Read more in January #LocalMotion: <http://bit.ly/13TcT17> – NCTCOG Transportation Department



Given this revelation by the Federal Highway Admin that the driving projections have been way overblown for the last 10+ years, will more of this funding be spent on things other than highways? <http://usa.streetsblog.org/.../the-feds-quietly.../> – Lucas Cepak

It's a new year, a great time to consider changes that will make our lives easier. That includes how we get around the region. Will you try transit this year? Rely more on active transportation? Maybe carpooling is a good fit for you. #Resolutionsfor2015 – NCTCOG Transportation Department

We are all going to have to be taking more toll roads that's a shame. – Anthony Dilsaver

About how many miles do North Texans drive on freeways and tollways each day?

- A. 26 million
- B. 56 million
- C. 86 million
- D. 116 million

Answer below for a chance to win a 40th anniversary flash drive.

For more fun facts about transportation in North Texas, visit www.nctcog.org/dfwmpo40. #DFWMPO40 (Hint: You may find the answer there.) – NCTCOG Transportation Department



Too many! Please fix it so we don't have to! – Lucas Cepak

The correct answer is too many. What will you do about it? – Patrick Kennedy

Why do you carpool? Comment on NCTCOG Transportation Department's photo below and you could win a prize! – NCTCOG Transportation Department



Help us grow our Facebook Community by liking and sharing our page at <https://www.facebook.com/CentralKSCC?ref=hl>. Thanks and have a splendid day! – Central Kansas Clean Cities

The January Issue of the NCTCOG Transportation Department's Local Motion is out, and has an article about the upcoming legislative session. Check it out here: <http://bit.ly/13TcTI7> – LBJ Express



Please stop destroying Dallas in the name of regionalism. – Chris Kurzner

Tower 55 Project Completed

The \$104 million Tower 55 expansion project was completed in fall 2014 and is expected to improve the flow of goods through the busy rail intersection and meet the industry's needs for at least the next 20 years.

The addition of 18,000 feet of new track going north-south through the Tower 55 area has improved the mobility of rail traffic. Enhancements to track alignment and switches are also helping freight move faster. And air quality is being enhanced because the improvements are requiring fewer vehicles to wait at crossings.

TOWER 55 on back page



Photo: NCTCOG

Improvements to the Tower 55 area near downtown Fort Worth have made it easier for freight rail deliveries to move through the region. Safety and air quality have also been enhanced by the \$104 million project.



The opening of the North Tarrant Express (left) and the extension of Dallas Area Rapid Transit's Orange Line to Dallas/Fort Worth International Airport represented two major accomplishments in 2014 that improved access to the airport and other spots throughout the region.

Photos: North Tarrant Express/DART

Improvements Lead to Smoother Path to DFW Airport

Dallas/Fort Worth International Airport celebrated its 40th anniversary in 2014, and the facility has grown remarkably since the first flight touched down. Starting with three runways and 12 airlines, the airport has expanded to seven runways and 23 airlines to become the fourth-busiest in the world. To get passengers in and out of the airport, a sophisticated surface transportation network is required.

As the airport was marking four decades in business, improvements in ground transportation were making it easier for local residents to access the terminals and North Texas travelers to reach their final destinations. (The airport is undergoing its own \$2 billion-plus renovation that is providing passengers the modern amenities they expect.)

The DFW Connector, Dallas Area Rapid Transit, North Tarrant Express and LBJ Express work together to aid travel to one of the region's largest economic engines, which served 60.4 million passengers in 2013. While not all of these recent improvements tie directly into the terminals, they are essential pieces of a comprehensive network that is expected to become even more efficient in the future.

Bernice J. Washington, a member of the DFW Airport Board of Directors, said the improvements are crucial to the continued success of not just DFW Airport, but the region.

"For people to want to visit and invest in our region, and for our

citizens to be able to travel and do business worldwide, they need easy access to DFW and every other transportation hub," said Washington, who also serves on the Regional Transportation Council. "We are competitive globally because we can move people really well, and it is improving every day."

More roadway capacity helps people move, but North Texas transportation improvements are also about providing people additional choices.

Last August, DART introduced passenger rail to the airport with its five-mile Orange Line extension from Irving. This provided a new way for passengers and DFW Airport's 60,000 employees to access the facility.

An average of 1,000 passengers per day are benefiting from this new service. DART spokesman Morgan Lyons said the agency's leaders are pleased with the line's early performance. The figure is

expected to increase to 1,200 after the first year of service, he said.

The improvement gave the region direct access to the airport via passenger rail for the first time.

"The Orange Line extension to DFW Airport connects our region to the world. Now global trips for business or pleasure can begin with a local train ride," Lyons said. "The extension also enhances access to thousands of great jobs at the airport. Thanks to DART, North Texans can live where they want and get to work without having to rely on a car."

Washington said a rail connection to the airport is a "huge win" and a dream 40 years in the making.

"International passengers especially expect such a service from an international airport, and we are anxious to support rail service from [the Fort Worth Transportation Authority] into DFW," Washington said.

DFW AIRPORT on back page



Graphic: DART

The DFW Airport rail station, which opened in August, provides a new transportation option for passengers and the airport's 60,000 employees.

A Message From Michael Morris, P.E.

Director of Transportation

Let's Make 2015 the Year of Better Communication

As we enter a new year, looking forward is natural. Many people have committed to changes intended to improve their health, well-being and relationships.

A new year allows us to look ahead with a sense of hope and optimism, making changes where we can enhance our lives and the lives of those around us.

As the calendar flips to 2015, the North Central Texas Council of Governments Transportation Department is examining how to best communicate with its customers in 2015 and beyond.

We offer an array of methods, including both print and digital communication tools, to interact with the region. We combine these with outreach efforts such as community events and public meetings to provide the latest in transportation news and establish a dialogue with residents about how we can most effectively meet their needs. We have used meetings to seek public comment on big-picture plans and minor amendments to technical documents.

Historically, we have relied heavily on public meetings to

disseminate information about transportation and air quality topics. These meetings have given us the opportunity to both explain projects and programs intended to help improve the reliability of the system and hear directly from those affected by the decisions made.

However, the world is changing. We are all being asked to do more with less and provide evidence that our actions and ideas are impacting lives.

Social media and the Internet have changed the way people communicate. People want to be able to transmit ideas immediately. When they think of a way to improve something, they tell their followers on Twitter or post a picture of it on Facebook and Instagram.

This trend extends to the world of transportation, as we have seen on our own social media sites. When people are passionate about something, they will let you know right away. Waiting until they are invited to a public meeting across town isn't always an attractive option.

Data from a recent public involvement survey we

conducted indicates people still like public meetings, but our experience tells us we can use them more effectively. For example, some meetings draw just a handful of people. In these instances, we believe we can find more effective and convenient ways of communicating.

We have heard feedback and have developed a revised Public Participation Plan that relies less on meetings at city halls and more on tools our audience can access from the comfort of their own homes. And it seeks to leverage our relationships with community groups and business organizations.

Under the new Public Participation Plan, we will continue announcing all public input opportunities through multiple strategies such as electronic communications, newspaper advertising and fliers available in public places. The public will still have 30 days or more to review and offer comments.

We will reserve public meetings for the development of plans, programs and policies, as well as significant changes. In a world where people can immediately transmit thoughts to increasingly

large numbers of people, it is important for us to adjust with the times. Changing our approach to public meetings is a step in this direction.

Information on topics not brought to public meetings will be available online for public comment. We will make the same information available in print upon request.

Our goal is to maintain an open, comprehensive dialogue with the public, no matter how controversial the topic. Sometimes that can be done online, through a webinar or other presentation; other times it may require an auditorium; however, we can also do a better job of meeting people where they are.

MICHAEL MORRIS on back page



How can we more effectively communicate with you about transportation? Tell us on Twitter, @NCTCOGtrans, using #Resolutionsfor2015.



Regional Transportation Council

Grand Prairie Mayor Sees Potential of Transportation Projects

Member Profile

Ron Jensen, Mayor, City of Grand Prairie

Ron Jensen was on his way up the elevator at Fort Worth City Hall to meet with Mayor Betsy Price about a Mayors' Institute on City Design conference he was to attend. Price had participated in the institute, which prepares mayors to be the chief urban designers in their communities. The newly elected mayor of Grand Prairie wanted to know what to expect. But something caught Jensen's eye on the way up. He saw a poster advertising Price's "Rolling town halls."

These are bicycle rides Price has held throughout Fort Worth to encourage participants to exercise, meet their neighbors and get to know the mayor. Jensen thought a similar event might work in Grand Prairie, giving residents a chance to enjoy the outdoors and visit with their city's top elected official. In November, he kicked off Cyclin' with the Mayor in conjunction with the 2014 debut of Prairie Lights, the city's holiday light display. He expects the ride to

become a regular feature beginning this spring, when the weather is more conducive to riding bicycles.

For Jensen, the event is an opportunity to showcase his community and inspire people to be more active. It also demonstrates the cooperation of mayors and other city officials in the Dallas-Fort Worth area.

Jensen partnered with his counterparts from neighboring cities on a significant active transportation project shortly after being elected mayor in 2013. That year, Jensen joined Price and the mayors of Arlington, Irving and Dallas in announcing their intention to pursue funding necessary to complete a Fort Worth-to-Dallas network of bicycle-pedestrian trails. Last year, the project took a step toward completion with the announcement that a portion of the network would receive funding from NCTCOG's Transportation Alternatives Program Call for Projects.

Extensions of the Dallas Trinity Skyline Trail, Irving Delaware Creek Trail, Arlington River Legacy Trail and Trinity Trails in east Fort Worth are all part of this regional trail corridor.

"As our residents grow 'greener' and look at alternative forms of transportation and exercise, an intercity bike trail holds promise," Jensen said when the effort was announced. "We are especially partial to projects that unite our communities, so we are interested in seeing how this develops."

President and owner of Control Products Corp., Jensen has been working on transportation issues that benefit North Texas for more than 10 years during two stints as a member of the Regional Transportation Council. He was first appointed to the RTC in 2003, as a member of the Grand Prairie City Council, serving until January 2013. He returned in June 2013, after being elected mayor. Jensen has been involved in many projects crucial to the long-term health of the region.

One that is near to his heart is right in his own backyard.

Grand Prairie is poised for change, and one major reason is the completion of State Highway 161 to Interstate Highway 20. For motorists who live and work in the area, the completion of the project meant more reliable commutes. For Grand Prairie, it opened the door to further development and improved accessibility to the city's entertainment district.

In May, voters approved a quarter-cent sales tax for The Epic @ Central Park, a health, wellness and recreation center. Central Park includes the Summit senior living center and the Public Safety Building and will offer trails, an indoor/outdoor waterpark and other amenities when the project is complete in 2017. The completion of the road provided the city with the opportunity to approach the voters with a sales tax election that would lead

RON JENSEN on back page

Arlington Buses Celebrate Third Semester of Service with Growing Popularity

When Marti Harvey moved to Garland in October 2013, her commute to The University of Texas at Arlington (UTA) averaged an hour by car, but could take up to two hours due to traffic. She wanted a more reliable trip.

So Harvey, a journalism lecturer at UTA, began riding the Metro ArlingtonXpress (MAX) three days a week for a relatively stress free way to get to work. It takes her seven minutes to drive to the station, where she parks and takes the train to the Centreport/DFW Airport Station. From there, Harvey gets on the MAX, which takes her to UTA.

"The MAX saves money in gas and wear-and-tear on my car," said Harvey. She also enjoys Wi-Fi on the Trinity Railway Express and MAX, which allows her to work while she's riding.

The MAX recently celebrated the third semester of service since its launch August 19, 2013, and the service has grown in popularity. Starting in January 2014, the average trips per day exceeded 250, a goal set when the program began, with September having the highest average at 388. September 24 had the record number of trips per day, totaling 520.

The MAX has three stops along the route, which takes riders between the TRE CentrePort/DFW Airport Station and downtown Arlington, which includes the UTA College Park District and Arlington's Entertainment District. The service runs between 5:30 am and 11:30 pm Monday-Friday.

Before the MAX was introduced to students, residents and commuters, Arlington was known as the nation's largest city without public transportation.

MAX is provided through a partnership involving the city of Arlington, Arlington Chamber of Commerce, UTA, Dallas Area Rapid Transit, the Fort Worth

Transportation Authority and the TRE.

Harvey said her experience on the bus service has been great, but wishes there were more ride times available. An on-board survey indicated riders wanted the same thing: more frequent trips, as well as more stops.

Harvey hopes the MAX will continue beyond the two-year pilot and become a permanent service.

"I have several students who are able to go to UTA because of the MAX," said Harvey. "They live in Dallas suburbs and don't have cars. This allows them to go to UTA without the expense of getting a dorm," she said.



Photo: NCTCOG

The Metro ArlingtonXpress continued to provide valuable transit service to a community that lacked it before the arrival of this two-year pilot.

RTC Awards \$38M to Advance Active Transportation

Interest in enhancing active transportation in North Texas has seen growth over the past few years. Last fall, the Regional Transportation Council (RTC) advanced that growth by awarding \$38.2 million to projects that could broaden bicycle and pedestrian facilities and increase connectivity in the Dallas-Fort Worth area.

The RTC allocated the funding to 33 projects as part of its Transportation Alternatives Program (TAP) project selection. With local entities contributing more than \$40 million toward the projects, over \$78 million will be invested in active transportation enhancements as a result of the funding awards, improving bicycle and pedestrian facilities in Collin, Dallas, Denton, Hunt, Parker, Tarrant and Wise counties.

The projects also include significant regional trails providing connections between cities and access to transit stations and major employment centers.

The funded projects include several portions of the planned regional trail corridor announced in 2013 that would stretch from downtown Fort Worth to downtown Dallas. Extensions of the Dallas Trinity Skyline Trail, Irving Delaware Creek Trail, Arlington River Legacy Trail, and Trinity Trails in east Fort Worth are all part of this regional trail corridor.



Photo: Thinkstock

The Regional Transportation Council awarded \$38.2 million to active transportation projects last year. This means 33 projects throughout the Dallas-Fort Worth area will become a step closer to completion.

In all, more than 46 miles of sidewalks, trails and on-street bikeways will be constructed using TAP and other federal funds. Several projects will also improve bicycle and pedestrian safety near schools.

TAP was authorized by MAP-21: Moving Ahead for Progress in the 21st Century (the current federal transportation funding and authorization bill) and provides money for programs and projects defined as transportation alternatives.

Types of projects eligible under this program include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, as well as boulevards and similar multimodal roadways.

A full list of projects, the funding they were awarded, and a map of their locations are available at www.nctcog.org/tap.

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DFW AIRPORT (continued from Page 1)

The T is working to deliver passenger rail from downtown Fort Worth to DFW Airport by 2018. Currently, the Trinity Railway Express, co-owned by DART and The T, provides commuter rail service from downtown Dallas and downtown Fort Worth to a station near the airport, where passengers are bused to the airport.

In October, the North Tarrant Express, a 13-mile improvement of State Highways 121 and 183, as well as Loop 820, was completed. The main lanes and TEXpress Lanes were finished simultaneously, providing a more reliable trip to both drivers using the free lanes and travelers willing to pay to use the TEXpress Lanes. This multi-

highway improvement is making it easier for those who live and work in north Fort Worth, Haltom City, North Richland Hills, Hurst, Euless, and Bedford, as well as other cities on the western side of the Dallas-Fort Worth area to access the airport and other important destinations.

"The TEXpress Lanes add an additional element to the highway system creating longer-term commuter access as a way to get through the corridor at a minimum speed of 50 mph and a maximum of 70 mph," NTE spokesman Robert Hinkle said. "The added capacity is reducing congestion throughout the whole corridor and better managing the specific reasons people are using the highway system and the local

gateways in each of the cities."

And the enhancements will continue. LBJ Express, the \$2.7 billion reconstruction of Interstate Highway 635 in north Dallas, will provide greater mobility for people living and working nearby. Parts of this project, which includes reconstructed general purpose lanes and new TEXpress Lanes, are already open. The entire reconstruction is expected to be completed by late 2015.

And the Midtown Express, formerly called the State Highway 183 Managed Lanes Project, is expected to begin soon. It will increase the capacity and result in the reconstruction of portions of SH 183 south of the

airport, as well as SH 114 and Loop 12. One managed toll lane in each direction will be added as part of an interim improvement. This will increase capacity on SH 183 and portions of SH 114 and Loop 12.

When all these improvements around DFW Airport are complete, they will provide better access to an airport that continues to grow. Data indicates the number of flights will increase steadily from a projected 679,000 in 2015 to 1 million annually by 2055. Enhancements to roads and rail will help make the public's traveling experience more pleasant.

TOWER 55 (continued from Page 1)

It was financed through a public-private partnership that included \$65 million from Union Pacific Railroad and Fort Worth-based BNSF Railway. The federal

government awarded a \$34 million Transportation Investment Generating Economic Recovery (TIGER) grant, and local and state agencies paid for the remainder

of the improvements.

The railroad industry will continue growing, but it is estimated these improvements

will meet mobility needs for at least the next 20 years.

MICHAEL MORRIS (continued from Page 2)

Our social media channels have allowed us to efficiently respond to questions and comments about transportation and will play an even more significant role moving forward. Why? Because like many other technological advances,

they empower users.

We understand the Dallas-Fort Worth area is far too expansive for one organization to reach everyone. However, by effectively targeting many audiences

through social media, work with the news media, outreach to community and business organizations and, yes, public meetings, we can continue to provide residents and employers with information that

will empower them to help us plan for the future.

After all ... communication matters.

RON JENSEN (continued from Page 2)

to the completion of this 172-acre development.

Jensen has enjoyed getting to know the members of the RTC personally and being a part of a group with so much responsibility for the future of the region.

"We're a team," he said. "Do we always agree? No. After the vote, do we get along? Yes. We're a

team. I want to be seen as a good, productive member of RTC. You want to contribute."

The most important issue he and the rest of the RTC face is determining where to spend the region's limited transportation resources, he said.

North Texas received a boost in November, when voters across the state overwhelmingly

approved Proposition 1, a constitutional amendment that will result in an additional \$1.7 billion to be used for non-toll roadway projects. More funding will be available in future years as a result of the measure.

Work is underway to identify potential projects that could benefit the region, and the RTC will eventually be asked to recommend where the money

goes. With this and other matters, Jensen recognizes the importance of decisions that benefit the entire region.

"I want to make sure we have good data to help make good decisions," he said. "It shouldn't always be about Grand Prairie. The region will grow. We'll get our fair share. Let's share in the benefits and dole out the money fairly."

For a list of upcoming Transportation Department events, visit www.nctcog.org/trans/calendar.asp

mobilitymatters

Quarterly Newsletter of the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area

This publication can be made available in alternate formats upon request

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The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Mobility Matters is a newsletter on the transportation planning activities and air quality programs of the North Central Texas Council of Governments and the Regional Transportation Council - together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area since 1974.



Editor, Brian Wilson Layout and Design, Kristy Libotte Keener, Graphic Design Coordinator

Please email comments, suggestions or newsletter topic ideas to mobilitymatters@nctcog.org.

If you would like to change your name or address we have on file, please e-mail us at mobilitymatters@nctcog.org.

Published by North Central Texas Council of Governments



On **T**he Move

FEBRUARY 2015

NTTA is "At Your Service"

As your 2015 to-do list continues to grow, rest easier knowing NTTA is At Your Service when it comes to managing your TollTag account.

With At Your Service, you can conveniently set a time and location to speak to an NTTA customer service representative.

At Your Service is NTTA's online appointment reservation system for all of your TollTag and ZipCash needs. Schedule your in-store visit at the Plano or Fort Worth TollTag Store or request a phone call that fits your day. Adding or editing a

TollTag account or paying a bill is simple:

- Select a service: setting up a new TollTag account, paying a ZipCash bill, managing an existing TollTag account.
- Choose a day and time that best fits your schedule and provide the necessary information based on the service.
- And, just like that, the appointment is placed.

As a reminder, NTTA's online account management is available 24/7.

NTTA 2015 Legislative Program

For more information on NTTA's 2015 legislative program, visit NTTA's Government Affairs Web page.



ROAD Program Participants Gather to Share Experiences

Participants in the 2014-16 Relationship and Opportunities Advancing Diversity program met to discuss best practices, share challenges and strengthen relationships on Jan. 22. HDR Engineering hosted the social mixer at their Dallas offices, with 80 participants in attendance. The current ROAD program class is

comprised of 15 teams, the highest participation since the program's 2010 inception.

The ROAD program matches established prime contractors with smaller companies to increase the participation of disadvantaged, minority-owned and woman-owned business enterprises in procurement contracts.

Here's How We Connect With Our Business Community



CIP TRAINING Cooperative Inclusion Program



BDAC Business Diversity Advisory Council serves as community liaisons



BUSINESS CHATS Provide business & networking opportunities



VENDOR OUTREACH SYMPOSIUMS Provide certification opportunities and more



NTTA's Director of Business Diversity, Anthony Coleman, visits with ROAD program participants.

PROJECT UPDATES

TxDOT Public Hearing Looks at SH 170, in Coordination with NTTA



A public hearing to present the environmental assessment for proposed improvements to State Highway 170 is scheduled for 6 p.m. on Feb. 24 at Tidwell Middle School, located at 3937 Haslet-Roanoke Rd. in Roanoke.

The SH 170 project, located in Denton and Tarrant counties, is a regional partnership project of the Texas Department of Transportation and the North Texas Tollway Authority in addition to the cities along the six-mile corridor. Extending northeast from Interstate 35W in Fort Worth to SH 114 in Westlake, the proposed improvements

include the construction of six, tolled main lanes inside the existing frontage roads and various entrance and exit ramps.

The public hearing is an opportunity for residents to submit formal comments, verbally or in writing and learn more about the project. Staff members from both TxDOT and NTTA will be on hand to answer questions and provide information prior to the meeting.

The open house will begin at 6 p.m. followed by the formal public hearing at 7 p.m. For more information about the SH 170 project, or to view the official legal notice for the public hearing, visit NTTA's website.

Pardon Our Progress: Dallas North Tollway Construction to Improve Traffic Flow

Changes to the Dallas North Tollway will bring traffic relief in years to come with added capacity for motorists. The changes will help to improve traffic flow on the Tollway, making a smoother drive for motorists.

Drivers can learn more about the Dallas North Tollway improvements at community meetings on Feb. 26 and March 3. NTTA encourages anyone interested in the projects to attend the come-and-go meetings to gather information and share input. The open house meetings will focus on the segment of the Tollway between I-635 and the Bush Turnpike. The same information will be presented at both meetings.

Learn more at NTTA.org.

Welcoming State Farm & Nebraska Furniture Mart to NTTA Corridors



Business and developments along NTTA corridors are booming. Recently, State Farm Insurance began the move

of their offices to Richardson at President George Bush Turnpike and Plano Road as Nebraska Furniture Mart continues toward completion of its 560,000-square-foot store just west of Frisco in The Colony. Future developments include Raytheon's relocation of 1,700 employees to a newly-built 1.2 million-square-foot facility at President George Bush Turnpike at North Central Expressway (75).

Check out a full list of destinations conveniently located off NTTA toll roads, which get you there quicker and safer, at NTTA.org.

CONTACT US:

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Exclusive Deal
for **TOLLTAG CUSTOMERS**

Buy any Palio's pizza and get the second one 50% OFF*.

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*Limit: one per customer. Offer requires purchase of regular priced pizza. Second pizza must be of equal or lesser value. Offer good at participating Palio's Pizza locations only.

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FORT WORTH DISTRICT PARTNERS



DFW High-Speed Rail Public Meeting in Arlington

MAINTAIN *a safe system*

As one of its goals, TxDOT is committed to reducing fatalities.

In 2014, there were **3,471** deaths on Texas roads. Of those fatalities:

13 percent were related to distracted driving

27 percent were related to DUI-Alcohol

28 percent were related to no seat belt use

TxDOT remains focused on reducing highway fatalities in 2015.

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

Jordan Honored as Road Hand

Fort Worth City Councilman and Regional Transportation Council board member Jungus Jordan was recognized in December as a TxDOT Road Hand. A long-time supporter of transportation, Jordan worked closely with TxDOT and the North Texas Tollway Authority to deliver the \$1.4 billion Chisholm Trail Parkway, which opened in 2014, and SH 360 south of I-20, which is scheduled to begin this year. He has also been a strong advocate of public-private partnerships such as the DFW Connector, LBJ Express, and the North Tarrant Express.

Environmental Speed Limits

Based on the 2010 EPA air quality model, environmental speed limits are being lifted in the Metroplex. The new model shows less sensitivity to speed reductions in relation to reducing emissions and takes into account the cleaner, more fuel efficient vehicles on today's roadways. Using the 85th percentile method, various roadways will now have higher speed limits. These changes will provide North Texas motorists consistent speed limits, especially on interstate corridors. The signs are scheduled to be posted by this summer.

Reason Foundation

Texas has been recognized outside the state as having one of the best-performing highway systems for the money spent per mile. According to the Reason Foundation's 21st Annual Report on The Performance of State Highway Systems, Texas claims the spotlight as the top state with the lowest administrative costs per mile out of the 10 largest states. Additionally, Texas was ranked 11th for its highway system's overall performance, despite its higher population.

 reason.org • highway report

Don't Mess With Texas

Keep Texas Beautiful and Don't mess with Texas are encouraging Texas elementary school students across Texas to break out their crayons and paintbrushes in a crusade to keep Texas roadways clean and litter-free. The Don't mess with Texas Elementary School Art Contest, sponsored by H-E-B and Central Market, is looking for the next winning artwork for the 2016 Don't mess with Texas calendar. Students must submit their artwork by April 18. The winning students and their teachers can win prizes and statewide recognition.

 dontmesswithtexas.org

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JAN	US 81	Alvord to Montague County Line Wise County	Add shoulders and pavement overlay	\$3.8	\$3.3	-12.0
	US 81/287	Various locations, Wise County	Intersection improvements	\$5.7	\$5.0	-11.5

PROJECTED PROJECTS

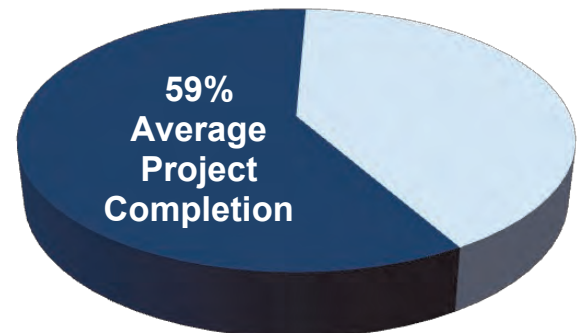
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	I-30	Horne St to Las Vegas Trail	Pavement overlay and repairs	\$5.2
	S Stewart St	At Ash Creek, Azle	Bridge replacement	\$1.1
	Various roadways	Various locations, Parker County	Bridge replacements	\$3.0
	FM 914	FM 847 to SH 6, Erath County	Add shoulders	\$3.3
MAR	US 281	SH 108 to FM 8, Erath County	Pavement overlay and repairs	\$1.3
	SH 174	Fox Run Rd to Hill County Line, Johnson County	Pavement overlay and repairs	\$2.7
	US 377	RM 2871 to Tiger Trail, Benbrook	Pavement overlay and repairs	\$2.9
	SH 114	Loop 373 to FM 51, Wise County	Pavement overlay and repairs	\$3.3



\$408 M PROPOSED LETTING



FY 2015 CONSTRUCTION*



TOTAL CONTRACTS \$824 M

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

TxDOT and the Federal Railroad Administration (FRA) are developing an environmental impact statement (EIS) for possible high-speed rail connecting the Dallas and Fort Worth areas.

To assist TxDOT in advancing this study, the Texas Transportation Commission established a high-speed rail commission for the Dallas/Fort Worth region in January 2014 to advise on the proposed development of inter-city rail corridors, new transportation policies, and funding and procurement strategies related to the implementation of a proposed high-speed rail.

This project presents an innovative opportunity for the state given continued population growth and the increasing congestion on highways and at major airports as part of an interconnected and multimodal transportation system vision.

Funding for the environmental study comes from the April 2011 U.S. High-Speed Intercity Passenger Rail program grant; however, there is no funding for construction at this time.

TxDOT, FRA and NCTCOG are

committed to ongoing public outreach throughout this project. The first series of public meetings drew more than 300 attendees in Dallas, Fort Worth and Arlington in November 2014.



COMMISSION FOR HIGH-SPEED RAIL

DALLAS/FORT WORTH

dfwhighspeedrail.com

Project Study Area

Dallas / Fort Worth Core Express Service



PARTNERS

February 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



Teen Click It or Ticket

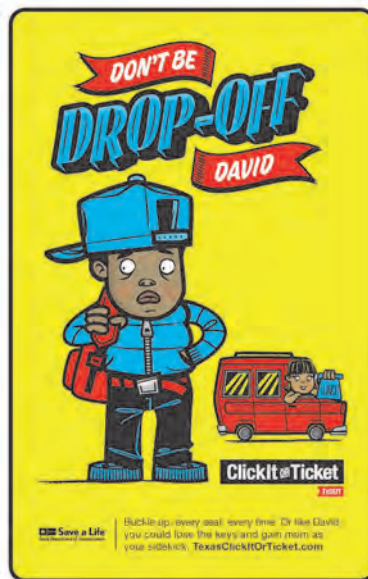
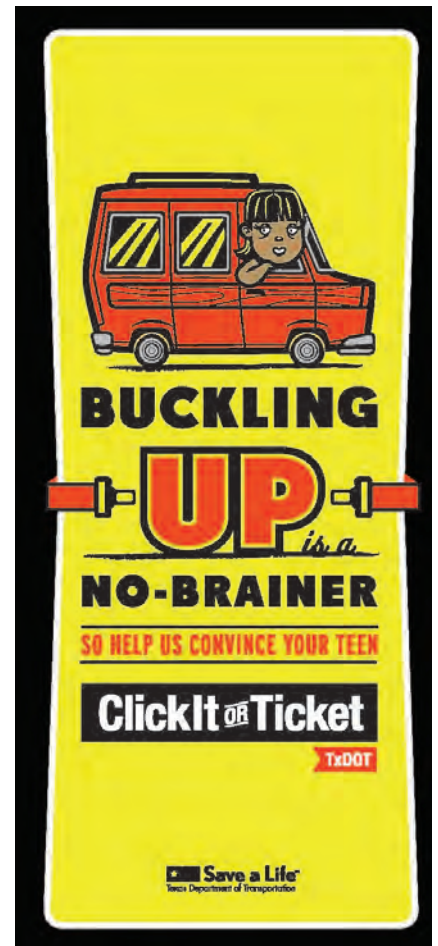
In Texas, teen drivers have the highest incidence of unbuckled fatalities. In 2012, 47 percent of the teen drivers and passengers ages 15-20 killed in motor vehicle traffic crashes were not wearing their seat belts at the time of the crash.

It is important that all people in the car “in the front or back seat” remember to buckle up. It is the state law. Drivers not wearing seat belts face fines of up to \$200. Drivers on the Graduated Driver License (GDL) Program could risk license suspension if they receive a seat belt citation.

The Teen Click It or Ticket campaign aims to increase teen seat belt use. Remember, every time you buckle up that seat belt, it is a teachable moment.

What Parents Can Do





- *Be a role model.* When it comes to buckling up, actions speak louder than words.
- *Make the rules clear.* In Texas, wearing a seat belt is the law for all occupants in the car.
- *Let the risks be known.* Motor vehicle crashes are the number-one killer of teens in America.



 texasclickitorticket.com

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.

COMMENTS BEING ACCEPTED ON PROP 1 PROJECT LIST

DALLAS — Transportation officials in the Dallas District are currently accepting public input on how best to spend its share of more than \$1.7 billion.



In November, Texans overwhelmingly approved Prop 1, a constitutional amendment expected to provide an additional \$1.74 billion a year to transportation projects throughout the state.

A month later, Texas received the highest overall rating for having the most cost-effective state highway system among the nation's 20 most populous states, according to the Reason Foundation's 21st Annual Highway Report.

In an effort to continue its pledge of being a good steward of taxpayer dollars, TxDOT recently held numerous public hearings to gather feedback on an initial group of 201 road projects the agency is set to tackle across the state. In the Dallas District, the list includes more than a dozen proposed projects, estimated at more than \$230 million.

"The overwhelming support for the proposition by Texas voters is a clear message that transportation is an essential priority for our citizens," said TxDOT Executive Director LtGen Joe Weber, USMC (Ret). "Now the work begins. We've been coordinating with locally-elected officials and local planning organizations to identify project priorities."

The goal of the meetings was to explain to the public how the agency and local metropolitan planning organizations identified potential projects to include in the 2015 Unified Transportation Program (UTP) – the agency's plan for project development over the next 10 years – and seek their input and comments on these proposed projects. The proposed new projects will be funded over the next 12 months.

The Texas Transportation Commission was recently presented a draft group of projects for consideration. The Commission then will

HWY.	LIMITS	DESCRIPTION	EST. CONSTR. COST (M)	PROP 1 FUNDS (M)
FM 1388	FM 148 to US 175	Pavement surface and overlay	\$8.50	\$8.50
FM 2860	FM 1388 to US 175	Rehabilitate roadway	\$5.71	\$5.71
FM 85	I-45 to FM 1182	Rehabilitate roadway, add shoulders	\$10.25	\$10.25
I-30	Belt Line Rd. to MacArthur Blvd.	Construct three-lane frontage roads	\$13.41	\$13.41
I-35E	I-20 to SL 12	Pavement repair/overlay mainlanes	\$1.05	\$1.05
I-35E	US 77 S of Waxahachie to US 77 N of Waxahachie	Reconstruct and widen from 4 to 6 lanes	\$138.00	\$16.43
I-35E	2 mi. S of FM 566 (Hill C/L) to US 77 S of Waxahachie	Widen 4 lane rural to 6 lanes	\$48.20	\$48.20
I-45	0.9 mi. N of US 287 to Ellis C/L	Installation of wireless ITS	\$0.55	\$0.55
I-45	0.6 mi. N of FM 1394 to 0.9 mi. N of US 287	Installation of wireless ITS	\$0.45	\$0.45
I-45	0.4 mi. S of FM 246 to S of SH 14	Widen highway from 4 to 6 lanes	\$38.14	\$38.14
I-45	Freestone C/L to 0.6 mi. N of FM 1394	Installation of wireless ITS	\$0.27	\$0.27
SH 31	3.2 mi. W of FM 2555 to 3.7 mi. E of I-45	Construct new location relief route; ultimate four lane	\$71.12	\$17.92
SL 12	Illinois Avenue to I-35E	Full depth repair concrete pavement	\$0.47	\$0.47
Spur 408	I-20 to SL 12	Pavement repair/overlay	\$0.74	\$0.74
US 75	N of Melissa Rd. to S of FM 455 interchange	Reconstruct/widen 4 to 6 lanes and 2 lane frontage rds.	\$55.00	\$52.50
US 75	At FM 455 interchange in Anna	Construct interchange	\$24.26	\$24.00

SOURCE: Texas Department of Transportation.

TxDOT graphic

vote on the proposed projects in February. TxDOT officials expect some projects could be awarded as early as March. Many of the projects will be ready to proceed to construction within four to six months now that appropriation has been received.

Meantime, TxDOT will continue to accept formal public comments regarding the proposed UTP updates until 4 p.m. on Feb. 23, 2015. Comments may be submitted via email

to TPP_UTP@txdot.gov by phone at (800) 687-8108 or by mail to Texas Department of Transportation attention James Koch UTP, PO Box 149217, Austin TX 78714-9217

The list of projects proposed for the Dallas District includes, among others, continued widening of US 75 in Collin County, and a widening of Interstate 45 in Navarro County and Interstate 35E in Ellis and Dallas counties (See graphic above) ■

FEBRUARY | 2015

■ LET ■ PROJECTED ■ COMPLETED

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

JANUARY 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
0568-01-046	SH 34	FM 667 To US 287	Profile pavement markings	\$0.22	\$0.20	-11.44	\$0.22	Total Highway Maintenance, LLC	1
1211-01-018	FM 984	At draw, 1.7 miles S of SH 34 at Onion Creek relief #1 and #2	Replace bridge and approaches	\$2.16	\$2.33	8.15	\$2.98	IEA Inc.	2
1494-02-008	FM 1565	FM 986 to Hunt County Line	Provide additional pavement surface and overlay	\$1.78	\$1.65	-7.43	\$1.89	Apac-Texas, Inc.	3
JANUARY 2015 TOTAL				\$4.17	\$4.18	0.42	\$5.09		
DISTRICT FY ACCUMULATIVE LETTINGS				\$802.76	\$947.32	18.01			
DALLAS DISTRICT LETTING CAP				\$1,046.87**					

**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.

FEBRUARY 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0009-02-045	SH 78	Garland Rd. from south of Tranquilla to SP 244 (Northwest Highway)	9 Intersection improvements and utility adjustment	\$7.24	1
0312-02-016	FM 51	At Blocker Creek and Relief	Replace bridge and approaches	\$2.33	2
0353-02-063	SH 114	At FM 156	Construct interchange	\$29.64	3
1015-01-022	FM 3549	SH 66 to FM 552	Rehabilitate existing roadway	\$2.23	4
1051-02-017	FM 876	FM 876 at Big Onion Creek to FM 308 at draw	Replace bridge and approaches	\$1.85	5
1092-01-017	FM 741	US 175 to east of FM 548	Provide additional pavement surface and overlay	\$6.41	6
1950-01-036	FM 407	FM 407 from Briarhill to I-35E and FM 2281 from Hebron Pkwy. to SH 121	Full-depth concrete pavement repair	\$1.75	7
2374-01-176	I-635	West of I-30 to west of US 75	Convert HOV lanes to express lanes	\$12.56	8
0048-01-061*	SH 342	Various locations in Dallas County	Rehabilitation of traffic signals	\$0.80	
TOTAL				\$64.81	

*Unmapped.

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

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0353-05-084	SL 12	West Lawther Dr. to Goforth Dr.	Reconstruct 6 lane roadway in White Rock Creek floodplain	01/07/2015	\$31.48	1
0048-01-062*	VA	Various highways	District-wide seal coat	01/28/2015	\$7.85	
TOTAL					\$39.33	

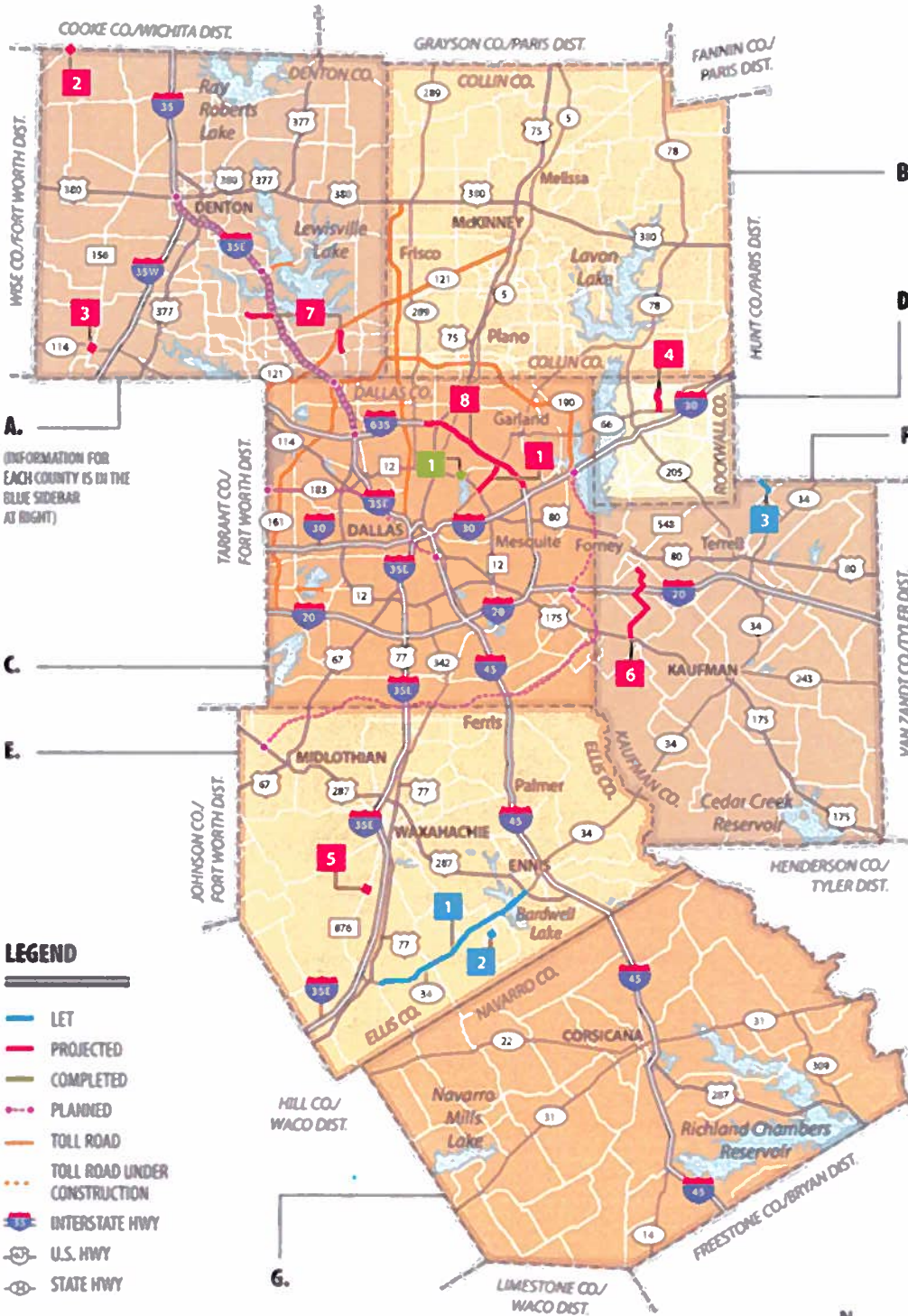
*Unmapped.

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



INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT

- LEGEND**
- LET
 - PROJECTED
 - COMPLETED
 - PLANNED
 - TOLL ROAD
 - ⋯ TOLL ROAD UNDER CONSTRUCTION
 - I-35 INTERSTATE HWY
 - U.S. HWY
 - STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178
*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



TxDOT PREPARED FOR WINTER WEATHER



DALLAS — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.

In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its

maintenance resources in Dallas County, including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than

185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pre-treat roads just before temperatures drop below freezing. *

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

WHAT MATERIALS ARE USE ON THE ROADS?



Before an Ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



During an Ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

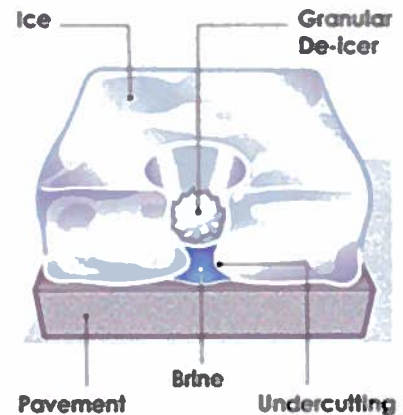
HOW DO THE CHEMICALS WORK?

Granular De-Icer
A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



SOURCE: www.usroads.com

TxDOT graphic



From Ms. M. Shannon of Royse City, Texas:

"I drive from Royse City to Rockwall on I-30 every morning. I wanted to say thank you for working so diligently on the construction in this area. Despite the construction there are very few backups. Thanks for keeping backups to a minimum and for blocking lanes when it is unsafe to use them. I don't like being delayed but realize it could be much worse."

SOURCE: Texas Department of Transportation

TxDOT graphic

DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
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>



WHEN:
February 19, 2015
7:30am – 10:30am

WHERE:
The Ruthe Jackson Center
3113 S. Carrier Parkway
Grand Prairie, Texas 75052



Society for Marketing
Professional Services
Fort Worth

1st Annual Transportation Forum:

“THE FUTURE OF TRANSPORTATION FUNDING”

Transportation is essential to keep people and the economy moving but current funding falls far short of what is needed to maintain and improve our current infrastructure. A nationwide issue, some states are looking to user fees to solve the problem, such as tolling and vehicle miles traveled, others are focused on local option taxes and public-private partnerships (P3s). Join us as we kick off E-Week with a presentation by a pioneer in congestion charging, electronic road pricing, and road user charging throughout the world. Then, participate through live text message polling in a panel discussion on these issues and potential solutions.

The American Society for Highway Engineers President, Sam Mody, PE, will kick off this exciting program and share more about the organization and how you can become a member and get involved with the new DFW section. You will also have the opportunity to find out more about membership and involvement in our partner organizations.

MODERATOR: Jennifer C. Yoder, CPSM, Vice President, JRB Engineering
American Society for Highway Engineers DFW Section Champion

SPEAKER & PANELIST: Jack Opiola, Managing Partner & President, D Artagna
Road Usage Charging Expert

PANELISTS:

- ***John Barton, PE, TxDOT Deputy Executive Director***
- ***Kathryn Wilemon, Arlington Mayor Pro Tempore & Council Member***
Texas Municipal League Transportation & Rights of Way Chair

To register: www.smpsfortworth.org

Special Thanks to our Partners:



ATTENDEE COSTS:

Individual: \$40
Walk Up: \$50
Govt: \$25

For sponsorships, contact:
Jennifer C. Yoder, CPSM
jyoder@jrbengineering.com

SPONSOR COSTS:

Individual Sponsor: \$250

- 1 attendee for private speaker/sponsor breakfast
- 2 event registrations
- Logo on event signage and program

Table Sponsor: \$500

- Intro Speaker
- 1 attendee for private speaker/sponsor breakfast;
- 8 event registrations
- Table with logo at prime location
- Logo on event signage and program