

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications

Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program (UPWP)

Transportation Development Credits

Regional East-West Equity Update Due to Latest Transportation Bill

Meeting Dates and Locations

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

1. Monday, March 13, 2017 – 6:30 pm – Bessie Mitchell House (Grapevine); attendance: 2; moderated by Christie Gotti, Senior Program Manager
2. Wednesday, March 15, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 16; moderated by Christie Gotti, Senior Program Manager
3. Monday, March 20, 2017 – 6:30 pm – Josey Ranch Lake Library (Carrollton); attendance: 3; moderated by Dan Kessler, Assistant Director of Transportation

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 February 12, 2015. Staff presented information about:

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications – presented by Vickie Alexander (Grapevine and Arlington); Dan Kessler (Carrollton)
2. Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program (UPWP) – presented by Vickie Alexander (Grapevine and Arlington); Dan Kessler (Carrollton)
3. Transportation Development Credits – presented by Brian Dell
4. Regional East-West Equity Update Due to Latest Transportation Bill – presented by Amanda Long-Rodriguez

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/input, and a video recording of the public meeting held in Arlington March 15, 2017, was posted at www.nctcog.org/video.

Each person who attended the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

A. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications

- Unified Planning Work Program for Regional Transportation Planning

Unified Planning Work Program for Regional Transportation Planning

Required by Federal Legislation

- Planning Factors
- Emphasis Areas

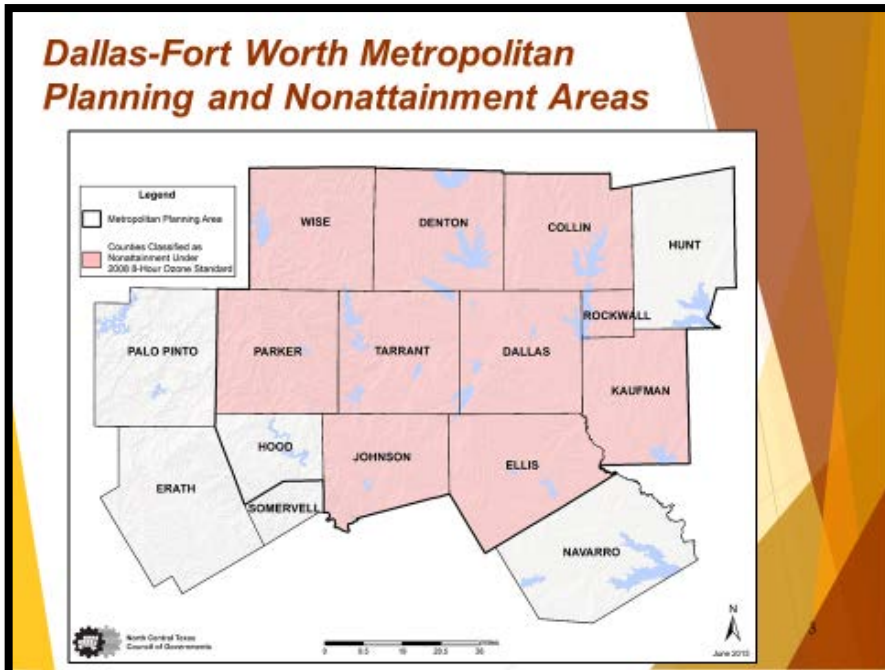
Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning, Programming, and Implementation Activities

Allocates Available Funds to Specific Tasks

- Dallas-Fort Worth Metropolitan Planning and Nonattainment Areas



- Unified Planning Work Program for Regional Transportation Planning

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 Operations

- New Initiative – Transportation Planning Funds

New Initiative – Transportation Planning Funds

Project	Financial Action	Description
Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in Dallas-Fort Worth (2.01)	\$50,000 TPF	Add project and funding to support university assistance in the enhancement of travel models for managed lane planning.

- Updates – Transportation Planning Funds

Updates – Transportation Planning Funds

Project	Financial Action	Description
Demographic Data and Forecasts – Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts (2.03)	(none)	Reflect staff activities to develop 2045 demographic forecasts to support long-range planning
Public Transportation Planning and Management Studies – Regional Public Transportation Coordination (3.05)	\$50,000 TPF	Add funding and reflect university assistance on planning for access to opportunity.
Capital and Operational Asset Management System – Asset Management Data Collection and Analysis (5.04)	\$50,000 TPF	Add funding to support additional evaluation on corridors already identified in the UPWP.

- New Initiative – Other Funding Sources

New Initiative – Other Funding Sources

Project	Financial Action	Description
Coordination of Transportation and Environmental Planning Processes - Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (4.03)	\$50,000 FHWA \$50,000 RTC Local	Add project and funding to reflect receipt of FHWA grant award for the identification of areas where sustainability best practices can be applied to an update of the Regional Outer Loop Corridor feasibility study, including the Denton County Outer Loop/Greenbelt Parkway.
Regional Transportation Studies – Strategic Corridor Initiatives (5.01)	(none)	Add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study.

- Updates – Other Funding Sources

Updates – Other Funding Sources

Project	Financial Action	Description
Regional Air Quality Planning – Air Quality Planning (3.02)	\$15,000 Local	Add funding for sponsorship of the Southern Transportation Air Quality Summit
Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Environmental Stewardship Efforts (4.03)	(none)	Reflect possible use of consultant assistance.
Regional Transportation Studies – Corridor Studies/Environmental Study Support (5.01)	\$50,000 TxDOT	Add funding to support NCTCOG assistance to TxDOT and TTI on corridor initiatives.

- Updates – Other Funding Sources

Updates – Other Funding Sources

Project	Financial Action	Description
Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies (5.01)	\$75,000 NTTA	Add funding to support NCTCOG travel demand modeling and traffic forecasting assistance to NTTA.
Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)	\$50,000 RTC Local \$40,000 RTC Local	Add funding to reflect two initiatives to be conducted with university assistance – building an information tool for policy makers and the general public, and examining employment-related impacts of automated vehicles

- Modification Schedule

Modification Schedule

March 13, 15, 20	Public Meetings
March 24	Action by Surface Transportation Technical Committee
April 13	Action by Regional Transportation Council
April 27	Action by NCTCOG Executive Board
April 28	Submittal of modifications to Texas Department of Transportation

B. Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program (UPWP)

- Unified Planning Work Program Development Schedule

Unified Planning Work Program Development Schedule

DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
March 13, 15 & 20	Public Meetings on UPWP Development
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for Information
June 1	Draft Document Due to TxDOT
June	Public Meetings on Draft Document
June 8	Draft Document Provided to RTC for Information
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

C. Transportation Development Credits

- Background

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

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- Current TDC Categories

CURRENT TDC CATEGORIES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: Regional Transportation Council (RTC) has Revenue <ul style="list-style-type: none">• Transportation Alternatives Program• Texas Department of Transportation (TxDOT)/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality• Collin County LIP/LIRAP¹ Partnership	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other Metropolitan Planning Organizations (MPOs)/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

1: LIP: Local Initiative Projects; LIRAP: Low-Income Vehicle Repair, Retrofit and Accelerated Retirement Program

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- Category 1: Strategic Awards to Small Transit Providers

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none"> • Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none"> • Continue the category with no changes • Increase its allocation by 16,000,000 (one million for FY 2016 and five million each for FY 2017, 2018, and 2019)

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- Category 2: Type 1 Call – Regional Transportation Council (RTC) Has Revenue

CATEGORY 2: TYPE 1 CALL – REGIONAL TRANSPORTATION COUNCIL (RTC) HAS REVENUE

Goals	<ul style="list-style-type: none"> • Advance initiatives of strategic importance • Expedite delivery of projects • Free up local or State funds for use on: <ul style="list-style-type: none"> • Projects that can be expedited outside the federal process • Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none"> • Remove “Type 1 Call” from the name and rename to “RTC Has Revenue” • Continue the category and increase its allocation by 10,400,000

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- Category 3: Type 2 Call – Local Agency Has Revenue

CATEGORY 3: TYPE 2 CALL - LOCAL AGENCY HAS REVENUE

Goals	<ul style="list-style-type: none"> • Advance projects of strategic importance • Support capacity expansion of roadway, transit, and bicycle/pedestrian projects • Leverage projects to maximize revenue available to regional transportation projects • Expedite multi-modal project delivery • Demonstrate innovative funding, partnering, or project delivery methods
Proposed Action	<ul style="list-style-type: none"> • Remove "Type 2 Call" from the name and rename to "Local Agency Has Revenue" • Decrease the allocation by 73,484 to match the awarded amount • Retire the category

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- Category 4: Sell TDCs To TxDOT And Other MPOS/MPO Revolver

CATEGORY 4: SELL TDCS TO TXDOT AND OTHER MPOS/MPO REVOLVER

Goal	<ul style="list-style-type: none"> • Generate local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments
Proposed Action	<ul style="list-style-type: none"> • Continue the category • Increase allocation by 50,000,000 • Permit future use of the tool if the opportunity arises • Send letters to other MPOs in the State to re-test the market

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- Category 5: Regional Programs/Management And Operations

<h2 style="text-align: center;">CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS</h2>	
Goal	<ul style="list-style-type: none"> • Support regional programs that improve air quality, congestion, and reliability
Proposed Action	<ul style="list-style-type: none"> • Continue the category and increase its allocation by 20,000,000 • Refine the goal of the category: <ul style="list-style-type: none"> • "Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply" • Expand the category and utilize it to assist with: <ul style="list-style-type: none"> • Strategic partnerships with regional agencies • Future Sustainable Development projects (Phase 4) • Regional Turnback Program efforts • Land use/transportation integration for military bases • Projects/programs that improve safety

- Proposed New Category

<h2 style="text-align: center;">PROPOSED NEW CATEGORY</h2>	
<ul style="list-style-type: none"> • Metropolitan Transportation Plan (MTP) Policy Bundle <ul style="list-style-type: none"> • Mobility 2040, the current MTP for the region, contains a list of policies that local governments and transportation agencies can adopt to advance regional objectives • Goal: Provide support to agencies that implement policies that further those Mobility Plan objectives 	

- Proposed New Category

PROPOSED NEW CATEGORY

- MTP Policy Bundle
 - Propose to allocate 100 million TDCs to this category (Approximately 50 million per year for at least the next 2 years depending on the level of interest)
 - A “bank” of credits for this program was approved as part of Mobility 2040 action in March 2016
 - Eligibility
 - An agency will be considered eligible if it meets 50% of the MTP policies
 - Eligible agencies will then be able to submit projects for consideration (RTC approves via Transportation Improvement Program (TIP) action)

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PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
 - Selection Process and Use Requirements
 - Agencies must submit the survey to initiate the process
 - Response level from agencies will determine the number of credits awarded to an agency (Credits will be prorated depending on the demand)
 - Propose to use approximately 50 million of the 100 million TDCs (with approximately five million TDCs per agency as needed) in Year One
 - Annual survey submission by agencies:
 - Confirm eligibility if previously qualified
 - Create window for new certifications (for any new agency)
 - TDCs must be assigned to a project within one year (TDCs that are not programmed in the TIP will be returned to the regional pool for reuse in the next year)
 - By State law, project agreement must be signed within two years of award or assignment to a project
 - Agencies cannot sell or transfer TDCs

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PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
 - Deadlines:
 - Agency Survey Submittal was March 3, 2017 (First Friday of March in future years); 17 surveys were submitted
 - First Opportunity for Project Submittal: Due by the deadline for the August 2017 TIP Modification cycle (April 28, 2017)
 - Can also submit projects through the November 2017, February 2018, and May 2018 TIP Modification cycles
 - Additional Information: www.nctcog.org/policybundle

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- Summary of Proposed Actions

SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	Continue the category and increase its allocation
2 – RTC Has Revenue	Continue the category and increase its allocation; Change name
3 – Local Agency Has Revenue	Retire the category after adjusting its allocation and name
4 – Selling TDCs to Other MPOs/TxDOT	Continue the category and increase its allocation
5 – Regional Programs/Management and Operations	Refine and expand the category's goal and scope; Increase its allocation
6 – MTP Policy Bundle	Create the category

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- Proposed New Allocation Amounts

PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation ¹
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	Type 1 Call: RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	Type 2 Call: Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

¹Additional allocations are for fiscal year 2017, 2018, and 2019

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- Remaining TDC Amount

REMAINING TDC AMOUNT

- If the proposed allocations are approved, our region would have ≈122.8 million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our region has not received more TDCs
 - Is the State not meeting the federal maintenance of effort (MOE) requirement?
 - Or, is the State meeting MOE, but not requesting approval of new credits?
- Propose to send a letter to the State requesting clarification of the above issues

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- Future TDC Awards

FUTURE TDC AWARDS

- If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

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- Timeline

TIMELINE

February 2017	Committee Information
March 2017	Council Information Public Meetings Committee Action
April 2017	Council Action

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D. Regional East-West Equity Update Due to Latest Transportation Bill

- Background

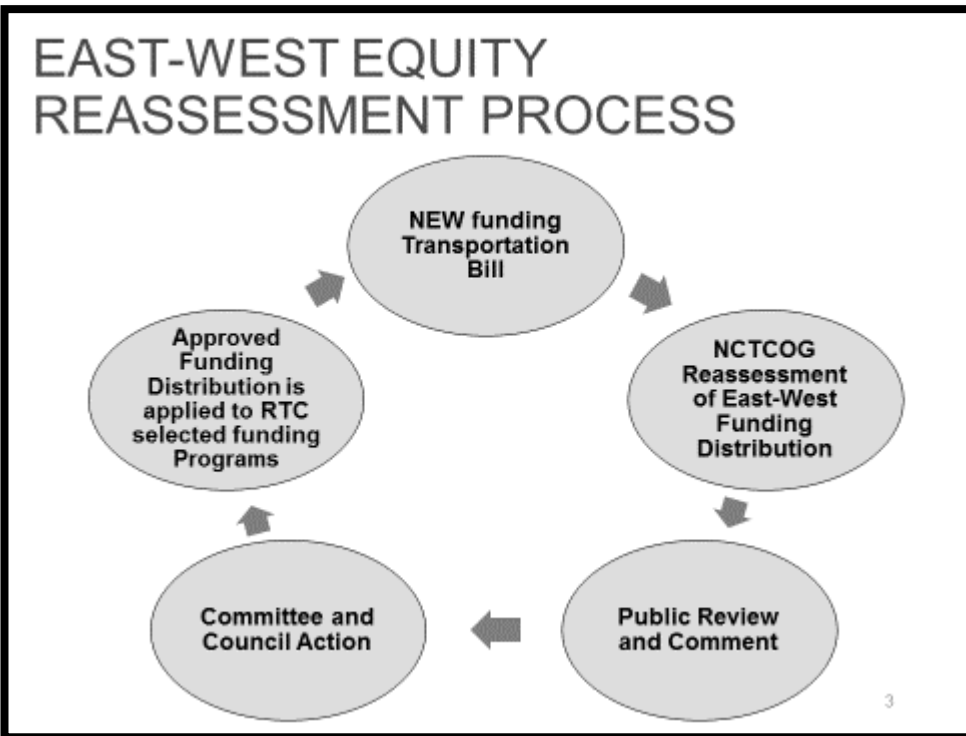
BACKGROUND

Fixing America's Surface Transportation (FAST) Act

- Signed into law on December 15, 2015.
- Provides long-term funding for surface transportation infrastructure planning and investment.
- Authorizes \$305 billion nationally from Fiscal Year (FY) 2016 to FY 2020.
 - Over five years Texas will receive \$18.2 billion under the FAST Act.
- Expires at the end of FY 2020.
- As new transportation funding bills are approved, NCTCOG staff reassesses the East-West funding distribution.

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- East-West Equity Reassessment Process



- Federal/State Funding Allocation

FEDERAL/STATE FUNDING

Allocation

Congestion Mitigation And Air Quality Improvement Program (CMAQ)

- Designed for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.
 - Allocations to the region are based on population and air quality nonattainment factors.
 - Ozone precursors include: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx)

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FEDERAL/STATE FUNDING

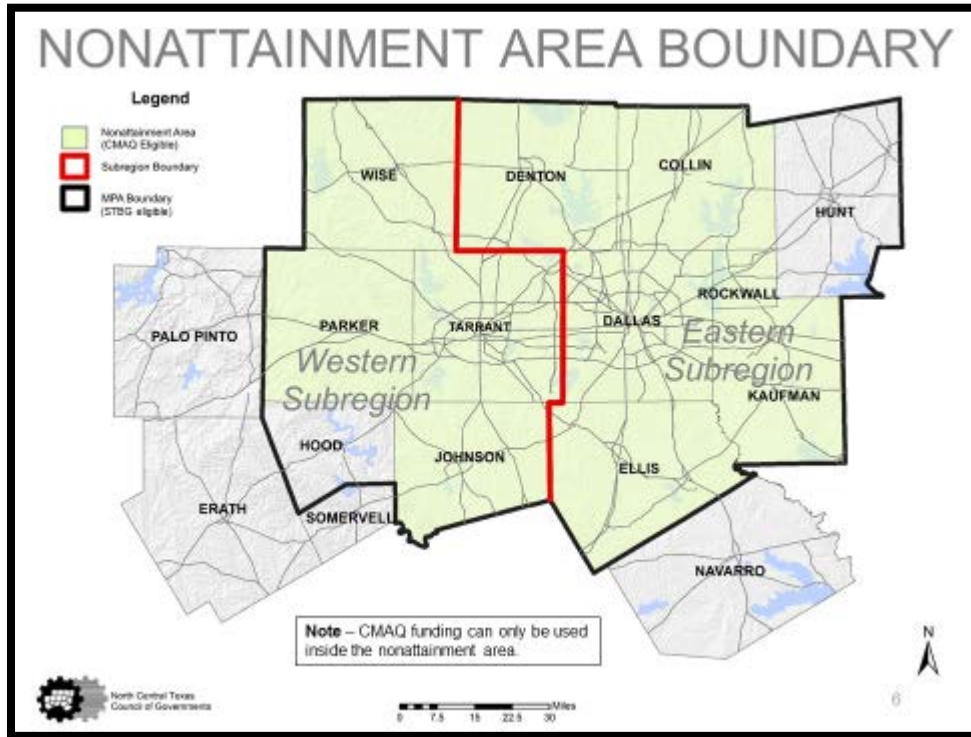
Allocation

Surface Transportation Block Grant Program (STBG)

- This program is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Allocation to the region is based on population.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).

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- Nonattainment Area Boundary



- Regional Transportation Council (RTC) Bylaws for Determining Funding Distribution

REGIONAL TRANSPORTATION COUNCIL (RTC) BYLAWS FOR DETERMINING FUNDING DISTRIBUTION

Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new funding bill
Surface Transportation Block Grant Program (STBG)	Re-evaluated with each new funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

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- Previous Distribution Percentages

PREVIOUS DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA ¹	33%	67%	33%	67%
TEA-21 ²	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU ³	31%	69%	31%	69%
MAP-21 ⁴	32%	68%	34%	66%

¹ Intermodal Surface Transportation Efficiency Act (1991)
² Transportation Equity Act for the 21st Century (1998). TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.
³ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
⁴ Moving Ahead for Progress in the 21st Century Act (2012)

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- FAST Act Funding Distribution

FAST ACT FUNDING DISTRIBUTION

Inputs and Assumptions

STBG

1. 2010 urbanized areas (UZAs)
2. 2014 NCTCOG demographics
3. Vehicle Miles Traveled (VMT) were derived from the 2014 demographic forecasts and roadway network.
4. Activity = Population + (1.587* Employment)
 - 1.587 is the latest employment ratio for the region

CMAQ

1. Emissions from NCTCOG forecast for 2016 Transportation Conformity 10-county analysis of 2017 roadway network.

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- Current Formula Inputs for FAST Act

CURRENT FORMULA INPUTS FOR FAST ACT

DRAFT

STBG Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	32%	68%

CMAQ Based on 10-County Non Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	64.68 (34.03%)	125.37 (65.67%)
Recommendation Ozone Precursors ² Tons of VOC and NOx (Rounded Average)	34%	66%

¹NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.
²VOC: Volatile organic compounds; NO_x: Nitrogen Oxides

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- Environmental Justice

ENVIRONMENTAL JUSTICE

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	30%	70%	
Low Income	Population	328,457	649,180	977,637
	Percent	34%	66%	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	31%	69%	

Source: 2014 American Community Survey 5-Year Estimates

Environmental justice indicators show a minority and low income population distribution similar to the proposed funding distribution for western and eastern regions.

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- Summary

SUMMARY

DRAFT

- The proposed regional distribution of FAST Act funds is outlined below:

Funding Program	Western Subregion	Eastern Subregion
STBG	32%	68%
CMAQ	34%	66%

- Moving forward new funding distribution applies as follows:
 - CMAQ distribution applies to air quality programs, such as the Transportation Alternatives - Set Aside Program.
 - STBG distribution applies to all federal and State RTC-selected mobility programs, such as Category 2, Texas Mobility Funds, Proposition 1, etc. (not including Regional Toll Revenue funding).
- Transit formula funding is determined each year based on FTA formulas.

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Transportation Development Credits

Rich Larkins, City of Grapevine (Grapevine)

- A. Number of projects to be selected from TDC pool

Comment: The City of Grapevine submitted to the TDC pool. You mentioned in your presentation you'll be selecting 10 projects to receive funding. Is that number an estimate?

Summary of response by Brian Dell: Yes, that number is an estimate and could go up or down, We received 17 project submissions.

- B. Next steps in the TDC program process

Comment: We are hoping the City of Grapevine qualifies for the TDC program. If we do, what will the next steps be moving forward?

Summary of response by Brian Dell: Projects will go through the quarterly TIP modification process.

Summary of response by Christie Gotti: I expect a lot of agencies will need help on how to best utilize their credits. We're happy to meet with you in advance of your submittal to the TIP. And if you receive federal funds for any project, you can come to us to request TDCs.

LaToria L. Mattox, Citizen (Arlington)

- A. Increase in Transportation Development Credits

Question: Why are you all requesting increases in TDCs?

Summary of response by Brian Dell: Most of the categories have already been awarded to projects.

Summary of response by Christie Gotti: These credits apply to Fiscal Years 2017, 2018 and 2019. The prior allocations Brian mentioned have already been awarded.

Connie McCammon, Citizen (Arlington)

- A. Retirement of Category 3: Local Agency Has Revenue

Question: Why is Category 3 being retired?

Summary of response by Brian Dell: We originally allocated 50 million credits to that category, and we only awarded 16 million of those in 2012 and 2013. We haven't had any response since then.

Summary of response by Christie Gotti: It's very rare for a call for projects to be undersubscribed. Since we received an underwhelming response, we felt like we might be able to better utilize those credits in other categories.

Melissa Baker, City of Irving (Grapevine)

A. TDC project submission deadline

Question: The City of Irving didn't submit any projects for the TDC pool. Have we missed the submission deadline?

Summary of response by Brian Dell: Yes, that's correct. However, you'll have another opportunity to submit projects in the future, and we think there will be enough TDCs available for at least two years.

Summary of response by Christie Gotti: Even if we award funding to all 17 agencies, how many credits they receive depends on the projects they submit. You have to have federal funds to use TDCs. If they don't have projects big enough to warrant using all of the credits, the credits will stay in the pool for future allocation.

Other

Rich Larkins, City of Grapevine (Grapevine)

A. Connecting the Collin County and Denton County Outer Loops

Comment: I'm familiar with the Collin County Outer Loop, but I'm not familiar with the Denton County Outer Loop. Will these two projects connect?

Summary of response by Christie Gotti: The Collin County alignment is pretty well set, and one section of it is already open. The portions that aren't open are still pretty far along in the planning and development stages. The Denton County Outer Loop should connect, but both sections are still under some level of review so alignments could change. I believe it is going to be one, long corridor. It's still in the Work Program because there's still work to be done.

B. Federal infrastructure legislation

Question: What will happen if the federal government passes the trillion dollar infrastructure legislation?

Summary of response by Christie Gotti: It will depend on how the funding comes to us. If the trillion dollar package becomes a regular transportation funding bill for the next increment of time after the FAST Act, those funds will become formula allocated to the state and our region. If a majority of the funds are selected in Washington or at the state level, we will handle it through a policy that was established in 2010. The policy says we will accept any funding that comes to us, and we'll monitor the projects to ensure a fair distribution between the east and the west areas of the region.

C. Completion of DFW Connector

Comment: We're excited about the completion of the DFW Connector. However, there's a section on SH 121 north of the DFW Airport that still needs work, but I'm not sure there will be enough funding for construction.

Summary of response by Christie Gotti: During the first year of our 10-year planning effort, we funded a \$372 million section of the DFW Connector. However, you are correct. There is still a sizeable portion of the DFW Connector that needs construction. Unfortunately, there isn't funding available at the moment. But as additional funding is identified, we'll continue to look for ways to fund that project.

D. TEXpress lane pricing

Question: Will the TEXpress congestion pricing eventually go away?

Summary of response by Christie Gotti: Both LBJ and NTE are under a 52-year agreement. Things could change in the future, and there are provisions written into the contract. However, it would be quite substantial to make any adjustments to the agreements.

Citizen #1 (Carrollton)

A. Regional Outer Loop Construction

Comment: You mentioned the Regional Outer Loop in your presentation. Can you elaborate on the construction process?

Summary of response by Dan Kessler: We started to focus on this about 10 years ago. It falls outside of the Dallas and Tarrant County lines. A large percentage of that facility is not warranted for construction at this present point in time. In the transportation world we have warrants, and they are decisions we make based on traffic volume during a specific period of time. The portion of the Regional Outer Loop to the west and south is challenging since it's not warranted, and it's very difficult to secure resources. If we had more money, it would be a much easier decision. The portions of that corridor that are warranted are reflective of the amount of growth we're seeing in that part of the region. Both counties are active in looking at future alignment and securing right of way. We also think there might be an opportunity to build some of the sections as freeways.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Steven Alford	Citizen	Sustainable development improvements in the region	Attachment 1
Natalia Carter	Citizen	Walkable streets	Attachment 2
Aimee Stubbs	Citizen	Access to transit on the TCC campus	Attachment 3
Carissa Bell	Citizen	Increase in transit service in Fort Worth	Attachment 4
Citizen #1	Citizen	Transportation improvements	Attachment 5



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Steven Alford

Organization _____

E-mail _____ Phone _____

Address _____

City Fort Worth State TX Zip Code 76110

Please provide written comments below:

I love what has been done to Forest Park Blvd. next to my home. Adding the bicycle friendly features has made the street far safer and has not had a negative impact on traffic.

I would like to see similar changes to roads and intersections all around our region. Safe streets and intersections - with an eye toward pedestrian a bicycle traffic - improves our quality of life.

Thank you!

Steven Alford

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
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of Governments

PUBLIC COMMENT SHEET

Name Natalia Carter
Organization _____
E-mail _____ Phone _____
Address _____
City Fort Worth State TX Zip Code 76131

Please provide written comments below:

Please provide walkable neighborhoods!
In my neighborhood there are several retail places,
daycare, school where we should be able to walk to
but we can't because there are no enough
sidewalks. We would love to live in a place
where we can walk! Thank you!

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



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Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Aimee Stubbs

Organization _____

E-mail _____ Phone _____

Address _____

City River Oaks State TX Zip Code 76114

Please provide written comments below:

I would like to see the T go to TCC NW campus again. As both an employee + a student, I would definitely ride.

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Carissa Bell
Organization _____
E-mail _____ Phone _____
Address _____
City Fort Worth State Tx Zip Code 76116

Please provide written comments below:

We need more public transportation in the city of Fort Worth. I have been to other cities and I never needed a car to get around. We need to reduce the emissions on our cars by eliminating so many cars on the road.

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name _____

Organization _____

E-mail _____ Phone _____

Address _____

City _____ State _____ Zip Code _____

Please provide written comments below:

*Need better transportation
system. I would drive less if
I could get to arlington + other areas*

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Carrie Paige, Jan. 5, 2017

I would appreciate a newsletter with information on electric cars. Please include commuting details, specifically, parking in areas that do not have charging stations. For example, if I park my electric car at the train station at 6:30 AM and ride the train to work (because a train ticket is less expensive than parking in downtown Dallas), will my vehicle start when I return to it at 5 PM? What about parking at the airport – will it start after being parked for a week if I'm not at a charging station?

Summary of response by Pamela Burns, NCTCOG

Thank you for your email. We currently have several different sources of information that might help you.

Electric Vehicles North Texas – This is the electric vehicle stakeholder group, which is part of the Dallas-Fort Worth Clean Cities Coalition. Regular email updates are sent to this group and meetings are typically held quarterly. A variety of fact sheets and other information have been created to help educate the public about electric vehicles.

Dallas-Fort Worth Clean Cities Newsflash – This is the monthly newsletter for the local Clean Cities Coalition. It contains information related to all alternative fuels, including electric vehicles. The DFW Clean Cities website is currently being redesigned, and information related to electric vehicles will be more easily accessible.

Clean Air Mails – This is the monthly newsletter for Air North Texas, our general public air quality awareness campaign. It often includes information related to electric vehicles, including the connection between alternative commutes and alternative fuel vehicles.

Try Parking It – This is our commuter tracking website, where participants can log commutes (single occupant or alternative commute mode). It will calculate miles saved, money saved (on maintenance and fuel) and even calories burned, when applicable. Electric vehicles are included as a way to help improve air quality and are listed as a travel mode. This program also has a newsletter that often contains information about electric vehicles.

Please let us know if you need any other information.

Ray Gwin, Jan. 29, 2017

What renewable hydrogen projects are under consideration?

Ray Gwin, Feb. 1, 2017

I saw your add in the DMN add. We are working a a renewable vehicle display for Earth Day Texas 2017. Are there any open meeting coming up we might want to attend?

Summary of response by Carli Baylor, NCTCOG

Ray,

Thank you for contacting us about upcoming events. We will most likely host a series of public meetings during the month of March. However, we do not currently have any air quality or renewable energy topics slated for presentation during this particular series. Our staff is coordinating closely with Lanny and will be sure to keep him abreast of any potential opportunities.

Additionally, you had submitted a question regarding hydrogen projects under consideration. As of right now, our office is not considering any projects related to this particular fuel source.

Let us know if you have any more questions.

Sally, Feb. 23, 2017

I live in Keller. I am doing some research. Do you have data on the number days per year that there are air quality warnings? Compared to say the year 2000 are there more now? I cannot seem to find this information online. Do you know or can you direct me to a resource?

Summary of response by Jody Loza, NCTCOG

Sally,

Thank you for contacting the NCTCOG Transportation Department.

Please find attached our 2008 - 2016 Ozone Season Calendars. We keep a chart showing the number of exceedance days for each ozone season, but for the number of air quality warning days, we only develop a yearly Ozone Season Calendar showing air pollution watch days. TCEQ's terminology has changed over the years, so some of the calendars have a separate "Watches" and "Warnings" calendar, while more recent ones only have an "Ozone Action Day" calendar. Unfortunately, we only have these calendars dating back to 2008.

Additionally, note the exceedance day chart is updated to reflect the number of exceedance days occurring each year based on the new 70 ppb standard.

Elaine Laisure, March 10, 2017

I20 From Fort Worth to Weatherford is Grid Locked. It is the ONLY East/West road between the cities. Build another Road, add lanes to this one or Plan a TOLL ROAD ASAP! Numerous subdivisions are housing thousands of Citizens. Yet, we have the same old I/20, we had for over 12 YEARS. HELP!

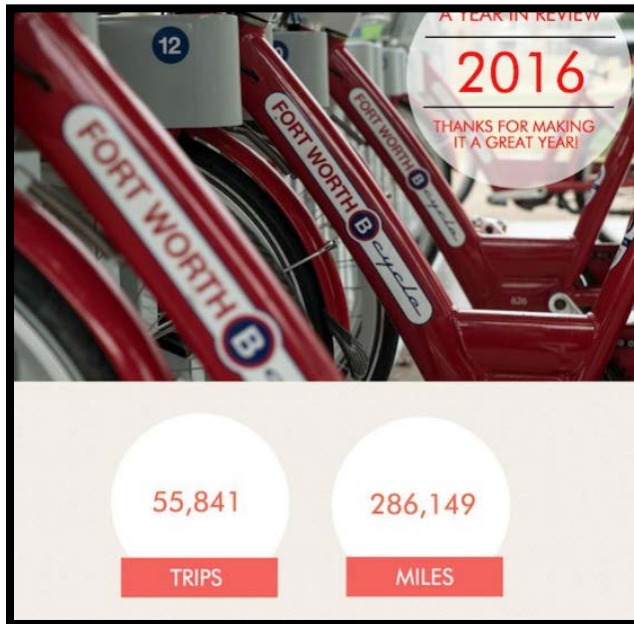
Robert Simmons, April 8, 2017

I am writing to express my opposition of any bridges over the heart (southern portion) of Lavon Lake.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Twitter Comments

Check out these amazing 2016 stats from @FWBikeSharing. Way to go, guys!
#activetransportation – NCTCOG Transportation Department (@NCTCOGtrans)



Wow! Very cool... how many trips/miles from @CityOfDallas bikeshare? – Wylie H Dallas (@Wylie_H_Dallas)

@NCTCOGtrans @FWBikeSharing How many fingers do you have? – Art Vandelay (@ArtVandelay746)

Why doesn't @NCTCOGtrans care about #VisionZero? Do they consider 500 North Texas deaths per annum just the cost of doing business? – Wylie H Dallas (@Wylie_H_Dallas)

Any thoughts, @NCTCOGtrans? – Wylie H Dallas (@Wylie_H_Dallas)

patrick kennedy @WalkableDFW

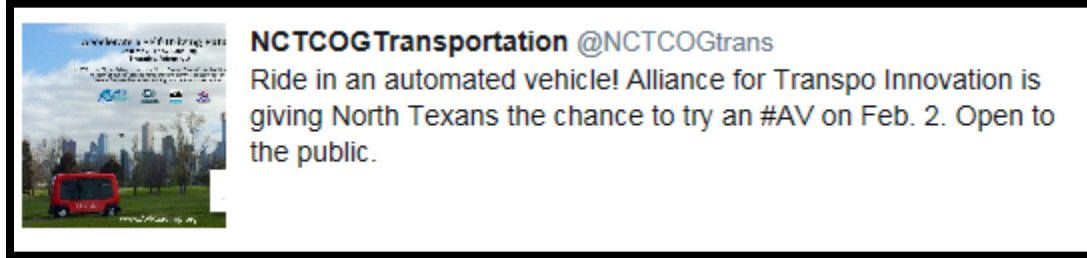
When you creating captive markets of transportation, limiting choice, and excising dependence, you've failed at governing.

TxDOT rolls out \$1.5 billion LBJ East project

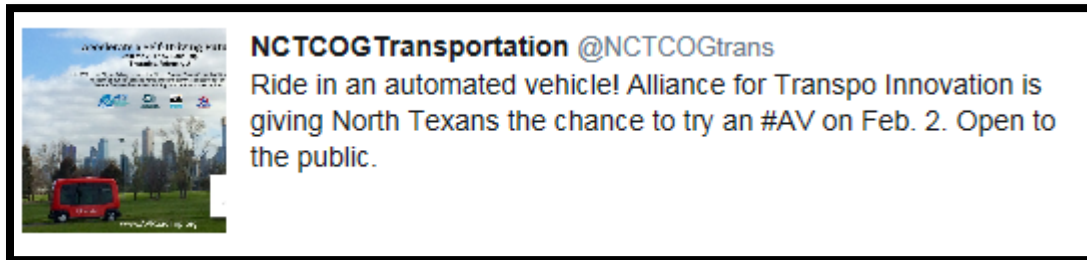
[http://www.dallasnews.com/news/transportation/2017/01/27/txdot-rolls-15-billion-lbj-east-project-legislators-decide-pay-bill ...](http://www.dallasnews.com/news/transportation/2017/01/27/txdot-rolls-15-billion-lbj-east-project-legislators-decide-pay-bill...) @AdamMcGoughD10 @VoteMarkClayton @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

Just drove I-30WB b/t Cockrell Hill & 161. Only 4 cars in Express Lanes.
#whatsuccesslookslike?@Wylie_H_Dallas @WalkableDFW @NCTCOGtrans – brian hewitt (@thebrianhewitt)

Found what I'm doing on the 2nd! – Cameron Manley (@Camo_1911)

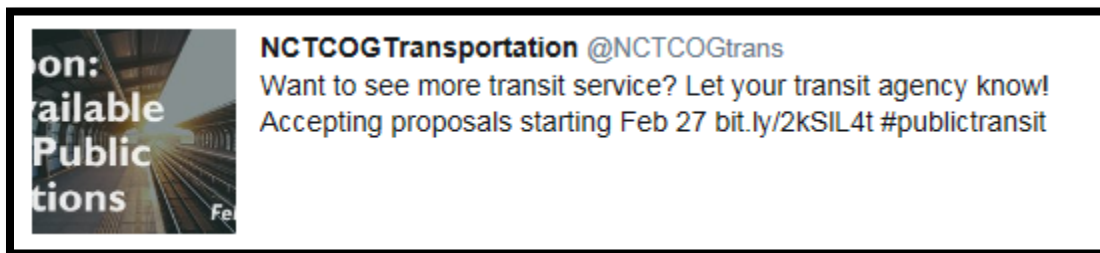


Very cool @CityOfArlington. – Matt Torres (@Tellous)

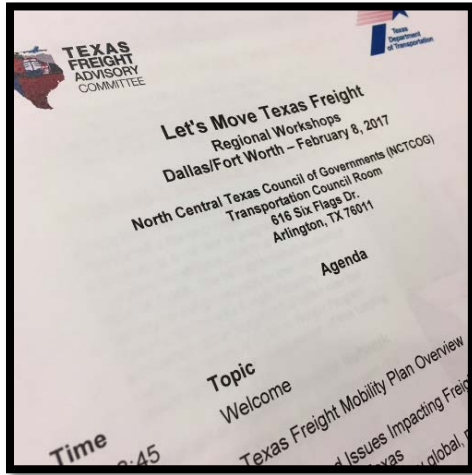


Tom Bamonte of @NCTCOGtrans says @utarlington is the perfect environment for deployment of #selfdriving vehicles. – Courtney Borchert (@crborchert)

Those are words we like to hear. Thank you @NCTCOGtrans for forward thinking to move us North Texans. Rest of state take notice! – Peter J LeCody (@railadvo)



North TX freight stakeholders discuss importance of safe, reliable & efficient freight transport system @TxDOT @NCTCOGtrans – Melissa Meyer (@MeyerHorvath)

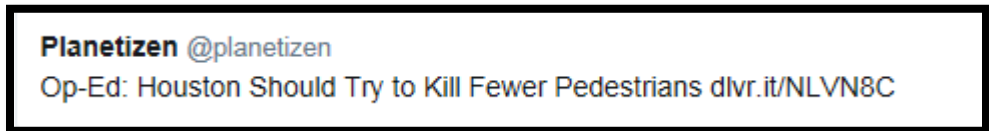


Last day to register for D-STOP symposium on autonomous vehicles! Hosted by @NCTCOGtrans @CTRUTAustin <http://ctr.utexas.edu/research/d-stop/education/annual-symposium/> ... See you Monday – Jen Duthie (@jenduthie)

Staff attended @USDOTFHWA and @NCTCOGtrans #completestreets intensive workshop this week to review & apply complete streets strategies. – Halff Associates (@HalffAssociates)



@NCTCOGtrans appears to be just fine with 500 North Texas traffic deaths per annum. They die for the cause of regional mobility. – Wylie H Dallas (@Wylie_H_Dalals)



More info about Feb. 13 D-STOP Symposium at <http://ctr.utexas.edu/research/d-stop/education/annual-symposium/> @NCTCOGtrans @CTRUTAustin – CTR Library (@ctrlib)

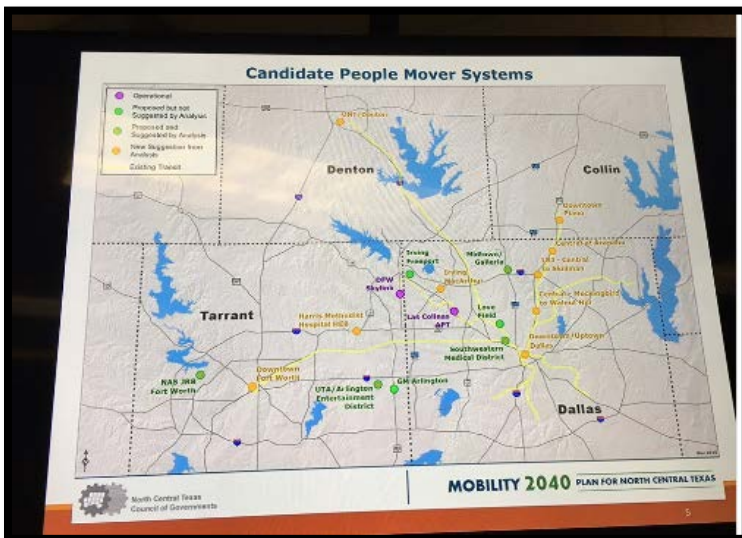
NCTCOG Transportation @NCTCOGtrans
 Join us at 8:30 a.m. Monday for #automatedvehicle workshop.
 Learn about the latest #AV advances & how they will affect #transpo. @UTAustin



Using minions to illustrate the emotional impacts of latent demand and congestion #dstop2017 @NCTCOGtrans @CTRUTAustin @data_rodeo – Jen Duthie (@jenduthie)



@DallasMidtown Automated People Mover advances to @NCTCOGtrans 2040 Mobility Plan @DallasEcoDev @NDCC – Lee M. Kleinman (@LeeforDallas)



Now bring one out to Granbury – SomervellBreakngNews (@SCScanner)

NCTCOGTransportation @NCTCOGtrans
#TEXRail commuter station approved at DFW Airport, to open in 2018
bit.ly/2I5t2yv

Building Resilient Cities, One Trail at a Time @robertbkent @NCTCOGtrans #BikePed – Amber Raley (@araley)



@NCTCOGtrans Pls RT Attention #Texas Travelers! TTI is conducting a survey on how you plan your trips. 10min survey. – TxA&M Trans Inst (@TTI)

TxDOT wants to know how you plan a trip. Please fill out this short survey.

Take the survey today!

www.travelsurveys.org

Attention Texas Travelers! We Need Your Input

Texas A&M Transportation Institute is conducting a traveler survey with support from the Texas Department of Transportation. The purpose of thi...

tti.tamu.edu

We need to provide better information regarding the differences between managed lanes and tolled lanes. Rebekah Hernandez @NCTCOGtrans – WTS Dallas Ft. Worth (@WTSDFW)

Experts @ the Northeast Tarrant Transportation Summit said future suburbs will focus on walking, cycling, technology – NCTCOG Transportation Department (@NCTCOGtrans)



Future suburbs will focus on walking, cycling, technology, experts say
By around 2047, future retail developments are expected to have half the parking they do today because future city dwellers will want to walk and ...
star-telegram.com

this is great news!!! – TriRussell (@TriRussell)

So, a logical question would be why @NCTCOGtrans consistently fails to devote meaningful resources to walking, cycling & technology. – Wylie H Dallas (@Wylie_H_Dallas)

RT @vivatechhrz @NCTCOGtrans North #Texas needs to lead / #plans now for #drone #tollways for personal and commercial uses. < 2 years. – Marko Sakal (@markosakal)

Tech Review Demo @vivatechhrz
Dubai is to test passenger-carrying drones buff.ly/2lgRQW5 #smartcity
#vivatech via @Labcities

I'm sure the @TxDOT & @NCTCOGtrans folks fully embrace these facts. – Loren S. (@txbornviking)

Jil McIntosh @JilMcIntosh
More lanes don't ease highway congestion. Here's my column on it, with thanks to @JeffSpeckAICP jilmcintosh.typepad.com/jil/2017/02/yo...


If this were to become true it would be primarily caused by @TXDOT, @NCTCOGtrans, & @TxDOTCommission decisions. #OpenUpLandForDevelopment – Jay Blazek Crossley (@JayCrossley)

Emily Donaldson @EmilyJDonaldson
.@TxDOT talks about trying to cope w. 50M+ population estimate for 2050.
Agency predicts Collin Co. will grow larger than Dallas Co.

Baby steps have been taken. It's time for @CityOfArlington to take the LEAP to fully embracing #TransitAlternatives! Let's do this! – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans
The MAX bus service has announced a new schedule and new entertainment district stop for Arlington commuters: bit.ly/2kpCWuA

@NCTCOGtrans transportation policy is an unsustainable disaster. Time for fresh blood there. – Wylie H Dallas (@Wylie_H_Dallas)



ABC News @ABC
Texas man walks 12 miles to work, five days a week. "I would love to have a car, but the car don't make the person." abcn.ws/2laECHJ

@NCTCOGRDC @NCTCOGtrans Mike Eastland accepts Eco Development Award – Judge Clay Jenkins (@JudgeClayJ)



SH114 east of Texan Trail in Grapevine is only 24 lanes wide. I want to see Michael Morris of @NCTCOGtrans build 30 lanes. That's power! – Wylie H Dallas (@Wylie_H_Dallas)

I'll fill out the @TxDOT survey. I want to plan a train trip from Dallas to Houston. Hmm. Damn, can't get there from here. @TexasCentral – Peter J LeCody (@railadvo)

NCTCOG Transportation @NCTCOGtrans
TxDOT wants to know how you plan a trip. Fill out this survey to help @TxDOT improve travel planning tools: bit.ly/2ISTxtE

This is a byproduct of @NCTCOGtrans' lack of vision. – Wylie H Dallas (@Wylie_H_Dallas)

StreetsblogTexas @StreetsblogTex

This story about a Plano man who walks 15 miles to work everyday is a story about a lack of options for Texans today. [com/news/texas-man...](http://www.com/news/texas-man...)

TxDOT meets with residents and CM Young in South Dallas on the SM Wright project with updates on the historic roadway. – TxDOTDallas District (@TxDOTDallasPIO)



Whatever happened to the jobs program we were promised? Was that just a lie? – Wylie H Dallas (@Wylie_H_Dallas)

I seem to remember hearing at the time council woman Carolyn Davis going on about this during comm meetings – Citizen Kane (@CitizenKane18)

I do, too. What happened? Didn't @NCTCOGtrans promise this to southern Dallas? – Wylie H Dallas (@Wylie_H_Dallas)

absolutely. And the council woman sold it everywhere she went.....
– Citizen Kane (@CitizenKane18)

Right, so what is Tiffinni Young's explanation? Where did the jobs go? – Wylie H Dallas (@Wylie_H_Dallas)

good question. What say you @tiffinnyoung –
Citizen Kane (@CitizenKane18)

Same load as Ragsdale, Davis, Hill, - larry
(@LarryBrautigam)

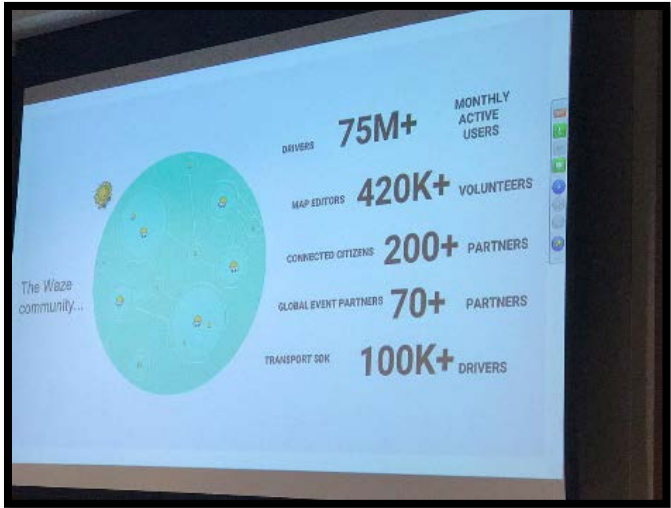
. @NCTCOGtrans has 21 safety tips. Here are a few on walking safely:
<http://ow.ly/EjFF309dvGV> - City of McKinney, Tx (@CityofMcKinney)

We needed this – CollinCountyMagazine (@CollinCountyMag)

NCTCOG Transportation @NCTCOGtrans
@dartmedia has added a new express bus route to the Legacy area of NW Plano. Have you tried DART Express yet?
bit.ly/2I8Ak80



.@Waze at a glance per @chadricheyTX presentation at @NCTCOGtrans co-sponsored training session. – Thomas Bamonte (@TomBamonte)



who are their "affiliates" they mention in privacy policy? Who counts as a social network?
– Kristen McCabe (@KMAMcCabe)

diff btwn anonymous&anonymous location? Organize operation of services w/in different framework? – Kristen McCabe (@KMAMcCabe)

Be heard! – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans
Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area.
svy.mk/2m9LJTY

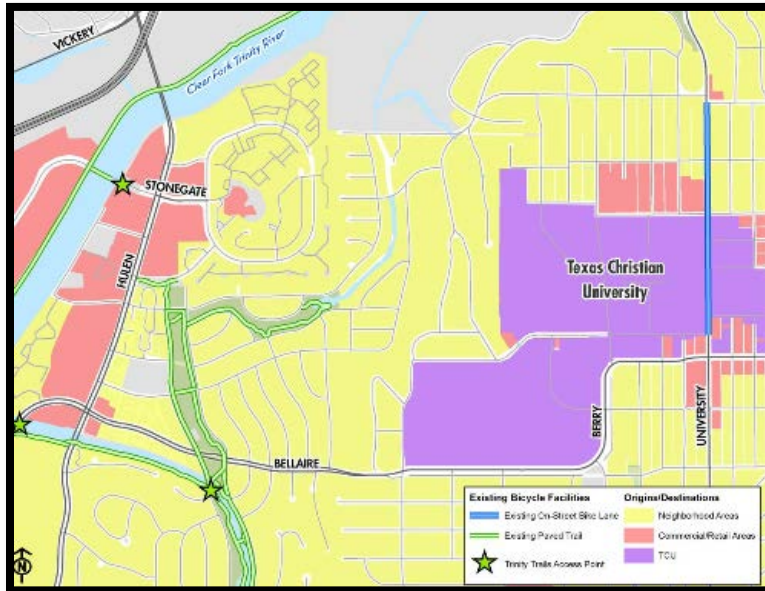


@polycitywander @WesKCMO arsenal for making KC a peddler's paradise – Chase Johnson (@chasejohnson75)

NCTCOG Transportation @NCTCOGtrans
Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area.
svy.mk/2m9LJTY



Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area. <http://svy.mk/2m9LJTY> – NCTCOG Transportation Department (@NCTCOGtrans)



What % of @NCTCOGtrans budget is dedicated to bike infra? @CityOfDallas appears to have worst bike infra of any major U.S. city. 😊 – Wylie H Dallas (@Wylie_H_Dallas)

Ozone season begins March 1. Keep up with Arlo and Air North Texas for clean air tips! #AirNTX #ozoneseason – NCTCOG Transportation Department (@NCTCOGtrans)



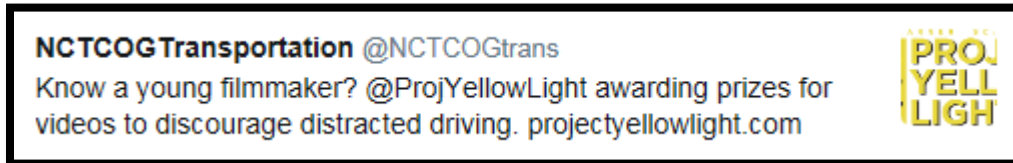
Unfortunately, @CityOfDallas mass transit is nearly unusable, because bus network has been subordinated to regional rail.☹ – Wylie H Dallas (Wylie_H_Dallas)

This intersection as currently configured would give automated vehicles headaches. – Thomas Bamonte (@TomBamonte)



Can @NCTCOGtrans help? – Wylie H Dallas (@Wylie_H_Dallas)

Thanks for sharing and tweeting @NCTCOGtrans! Prize \$\$ will be awarded and u can #savealife! Submissions due 4/1 #PYL – Project Yellow Light @ProjYellowLight



Check out What's New at @NCTCOGtrans @NCTCOG911 @NCTCOGEP @nctcogenv: <http://bit.ly/2mcm2jH> #regionalism – TARC (@txregionalism)

Monthly RTC meetings @NCTCOGtrans provide a fascinating view of our transportation future this century - from people movers to hyperloop. – Dr. Steven D. Sanders (@DocEngineering)

Patrick is a legend, walking 15 miles to work. A dealership has now given him a 🚗. Patrick: "You can't keep ur job if u don't go to work." – Justice Don Willett (@JusticeWillett)



Now, if only @NCTCOGtrans could get him an appropriate multi-modal transportation system! – Wylie H Dallas (@Wylie_H_Dallas)

Why did @NCTCOGtrans push back so hard against the Dallas Inland Port? Has Michael Morris ever explained his working with JWP? – Wylie H Dallas (@Wylie_H_Dallas)

Cuz any ascendancy of rail cuts into his highway fiefdom. He is the epitome of the tyranny of long incumbency – larry (@LarryBrautigam)

Is there any practical means of ousting Michael Morris of @NCTCOGtrans as N. Texas transport/planning dictator? He seems to control board. – Wylie H Dallas (@Wylie_H_Dallas)

Why did @NCTCOGtrans transportation dictator tell us this project was impossible unless Trinity tollroad was built? - Wylie H Dallas (@Wylie_H_Dallas)

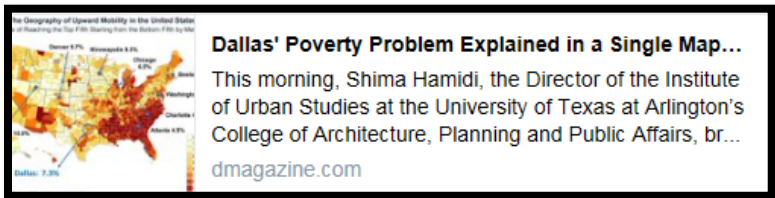


My office is along 114 & I'd love to see talk of & action on real #TransitAlternatives linking this jobs corridor to the greater metroplex. – Loren S. (@txbornviking)

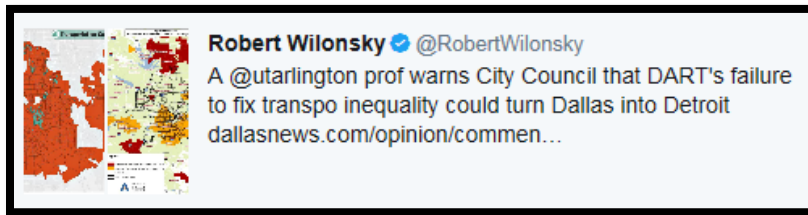


Interested in Aviation/Aerospace? Download new app "FLYBY DFW" from @NCTCOGtrans - Brandon, my son, has flown since age of 9! #friscomayor – Maher Maso (@MaherMaso)

Dallas' Poverty Problem Explained in a Single Map
<https://www.dmagazine.com/frontburner/2017/03/dallas-poverty-problem-explained-in-a-single-map/> ... via @psimek cc: @DMagazine @UTAcappa @hamidi_shima @NCTCOGtrans – Ryan Behring (@_ryanbehring)



Ironically, low-wage jobs cluster in the opposite direction of cheap housing. This is the #FavoredQuarter phenomena, a huge poverty trap. – Rik Adamski (@RikAdamski)

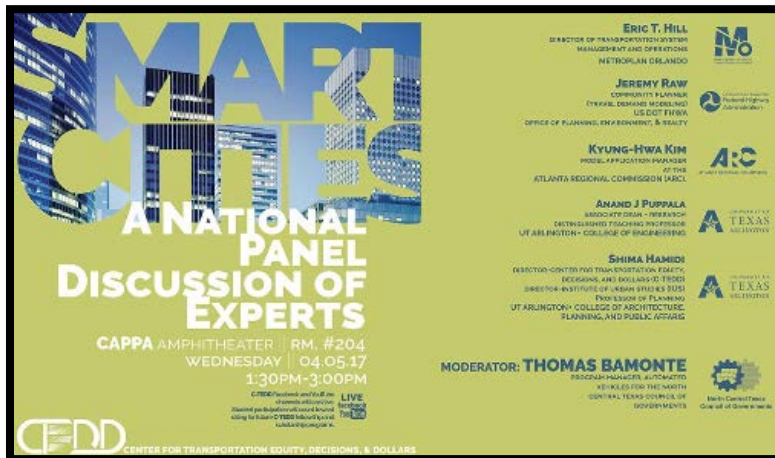


It appears @NCTCOGtrans' sprawl roads encourage greenfield office development far from existing residents & mass transit. 😊 – Wylie H Dallas (@Wylie_H_Dallas)

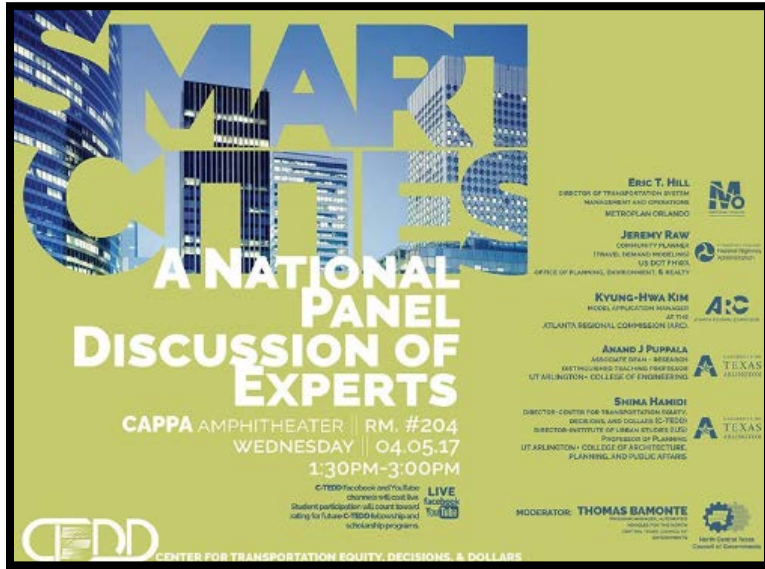
#635E \$ in motion for highway congestion projects @CityOfDallas
[http://www.dallasnews.com/news/transportation/2017/03/28/state-sets-25-billion-motion-highway-congestion-projects-dallas-fort-worth-bottlenecks ...](http://www.dallasnews.com/news/transportation/2017/03/28/state-sets-25-billion-motion-highway-congestion-projects-dallas-fort-worth-bottlenecks...) @dallasnews @ServeDallas @NCTCOGtrans @DonHuffines – Lee M. Kleinman (@LeeforDallas)

Out now! The latest issue- North Central Texas COGs "It's Your Region"
<http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> ... @NCTCOG911 @NCTCOGtrans @NCTCOGEP @NCTCOGenv – TARC (@txregionalism)

@C__TEDD 1st SpringLecture, #CTEDDLectures #SmartCities @MetroPlan_Orl @USDOT @AtlantaRegional @NCTCOGtrans @mavengineering @UTAcappa – IUStudies (@IofUrbanStudies)



#SmartCities #PanelDiscussion w/panelists @MetroPlan_Orl @USDOT @AtlantaRegional @NCTCOGtrans @mavengineering @UTAcappa @C_TEDD #golive – C-TEDD (@C_TEDD)



My meeting with @HyperloopOne: they can be ready in 5 years. More transpo options for @CityOfDallas https://www.axios.com/hyperloop-one-pitches-2348203626.html?utm_source=twitter&utm_medium=twsocialshare&utm_campaign=organic ... @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



I have to imagine that the @TexasCentral guys are getting a good laugh from the hyperloop plan. "Good luck with those rural counties" – Dallas May (@1DaIM)

Has anyone anywhere even proven that the science behind the hyperloop actually works? Functioning prototype? – Atticus (@C_K27)

The "Science" is quite simple, really. It's basically a giant pneumatic tube system like you see at a bank drive up. – Dallas May (@1DaIM)

But have we built one and put a human in it or are we just theorizing that we can scale up bank tubes? – Atticus (@C_K27)

There is a group trying to build a prototype. But again, this is no different than rail. The problem isn't engineering, it's ROW acquisition – Dallas May (@1DaIM)

See: <https://hyperloop-one.com/media> – Dallas May (@1DaIM)

Bad @TXlege bills 85(R) SB 385 / HB4160 puts @dartmedia D2 at Risk @CityOfDallas @NCTCOGtrans OPPOSE
<http://www.capitol.state.tx.us/tlodocs/85R/billtext/html/SB00385I.htm> – Dallas May (@1DaIM)

100% this. Yet pop projections dictate all of our long range planning and, in turn, spending – patrick kennedy (@WalkableDFW)

Brent Toderian @BrentToderian

Replying to @BrentToderian

Although population projections have value, what we know for sure is they'll be wrong. The question is by how much, & in what direction.

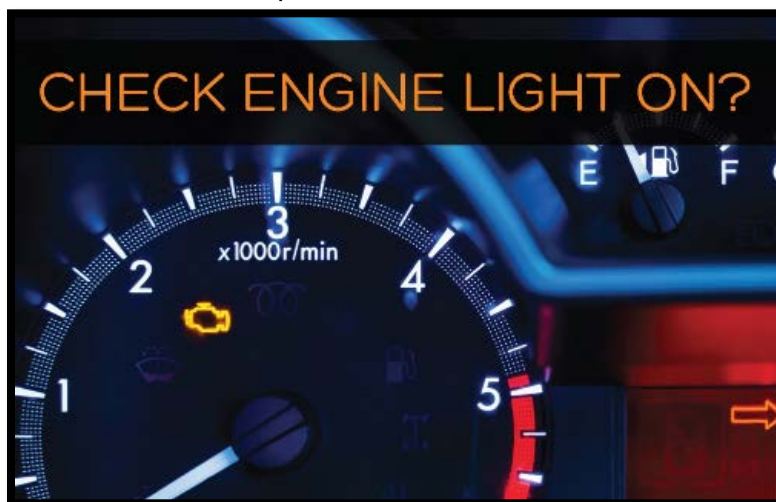
Wait. Are you suggesting population projections should be reported with error analysis? @NCTCOGtrans would never agree to that. – Dallas May (@1DaIM)

@AuthenticDallas Sooo, there's no way to convince @TxDOT, @TxDOTDallasPIO, & @NCTCOGtrans to at least rethink IH-345? – Collin Cole (@CollinCoole)

patrick kennedy @WalkableDFW

Once again, Carmageddon fails to materialize: citylab.com/transportation...

Free Car Care Clinics in April @NCTCOGtrans <http://www.nadallas.com/DAL/April-2017/Free-Car-Care-Clinics-in-April/> ... #CarCare #Dallas – Natural Awakenings (@NaturalDallas)



Facebook Comments

Consulting firm chosen to study bullet train station area in Dallas
<http://bit.ly/2idoz9I> #HSR (Photo: Getty Images) – NCTCOG Transportation Department



With a rise in Telecommuting, and Virtual Meetings, I see no way this could possibly be worth the investment ... – Frank Becker

We were out at the automated vehicle demonstration today getting a peek at the future. This vehicle has adaptive cruise control, lane-departure warnings, and automated braking. It's also fully electric and can operate for about 10 hours. #av #cleancities #avroadtrip #drivingthefuture – NCTCOG Transportation Department



I can see these at airports to help get people to the airport from their cars. Get those gas guzzlers off the road lol. – Jermaine Hill

Awesome. – Scott Hammons

Nice overview. That wind b crazy – Jason Chan

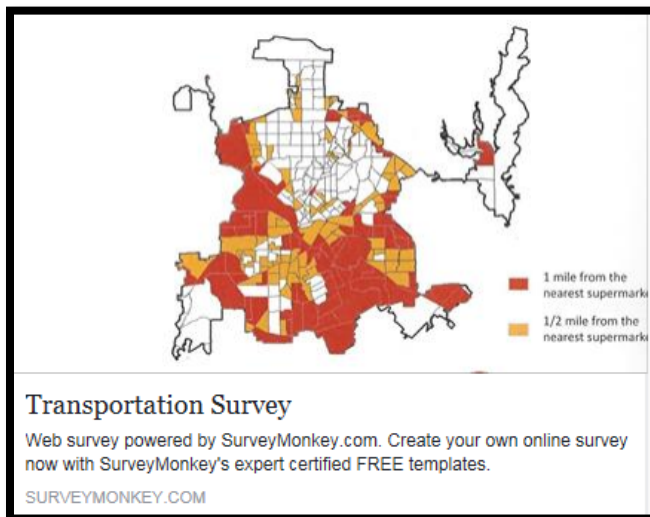
Cheers to a Safe Ride! Dallas Area Rapid Transit (Official DART page) will team up with Uber and Lyft for the third consecutive year for Dallas St. Patrick's Parade and Festival tomorrow, March 11th. Parade and festival goers who need first or last mile connections to public transit can ride Uber or Lyft with a discounted fare to their closest DART station. Find more info at bit.ly/2mJLteN. – NCTCOG Transportation Department



So you take an Uber to a dart station, does that make sense – Patrick Grider

Facebook Visitor Posts

Please take this SURVEY.... Access North Texas. One of the issues with food deserts is physical access....simply being able to get to a store. In areas such as the neighborhood around Bonton Farms something like 63% of the residents do not drive and have access only to public transportation - a trip to the grocery store is a 3 hour total round trip multi-bus ride. This was an issue we discussed with Kelli Schlicher, Transportation Planner with the NCTCOG Transportation Department... and Access North Texas. Kelli has posted a survey in "an ongoing effort to better coordinate transportation services throughout the 16-county North Central Texas Region. This plan focuses on increasing efficiencies in public and human service transportation to better serve older adults, people with disabilities, low-income individuals and other groups with transportation challenges." Please check it out. – Food Desert Solutions



Here's an international conference in Italy if you are interested in Urban Transit & Transportation , this conference will be great for you. we are calling for papers on "Urban Transit & Sustainable

Network" if you want any detailed information don't hesitate to ask us. Call For Paper: <http://goo.gl/rYklwJ>. Active network operation will ensure the predictability and reliability of travel and transport in all conditions, through the prevention of incidents and the minimization of their impacts. In this respect, the most important tools are traffic control, traffic information and incident management. #Transportation Strategies Traffic operations, Management and Control Is one the main topics in the upcoming international conference "Urban Transit & Sustainable Network" #UTSN #Urban_Transit – Ahmed Eid



#Call_For_Paper or register as an audience: <http://goo.gl/rYklwJ>. Urban #Transit and #Sustainable #Networks #conference aims to help and provide solutions that will aid in the cities' transformation, define & reduce negative impacts on the city and its components, and discusses the social & economical approaches and solutions for better growth. Note: the deadline for the abstract will be on Monday 27th of February, 2017 – Ahmed Eid

The NCTCOG Transportation Department / Dallas Fort Worth Clean Cities Coalition (DFWCC) would like to make you aware of the following electric vehicle-related item: EVNT Stakeholders Meeting/Webinar - February 28, 2017. Reminder! Join us at on Tuesday, February 28 from 10:00-11:00am for the first Stakeholders meeting/webinar of 2017! There will be a lot to cover in one hour including: A presentation from ChargePoint on innovations in fleet charging technology and management. A presentation from Envision Solar about solar-powered, non-grid-tied electric vehicle charging solutions. Updates from NCTCOG and DFW Clean Cities about the Fleets for the Future initiative, legislative developments, and other plans for 2017. Full details & agenda: <http://campaign.r20.constantcontact.com/render> – Tesla Owners Club of North Texas

Please share, survey ends today! Attention #Texas Travelers! Help improve travel tools! <http://ow.ly/MZUi309OjbE> – Texas A&M Transportation Institute



Interested in Aviation/Aerospace? Download new app "FLYBY DFW" from NCTCOG Transportation Department - Brandon, my son, has flown since age of 9! #friscomayor – Maher Maso

Liive from CAPPa at UT Arlington, covering "Smart Cities_A National Panel Discussion of Experts" of 6 panelists from U.S. Department of Transportation FHWA, MetroPlan Orlando, Atlanta Regional Commission, NCTCOG Transportation Department, @UT Arlington College of Engineering, CAPPa at UT Arlington, Institute of Urban Studies for the first session of C-Tedd Spring 2017 Lecture Series – C-Tedd



Hey, we're a new sponsor at DFW Clean Cities NCTCOG Transportation Department! Check out our logo on their page <https://www.dfwcleancities.org> – Tesla Owners Club of North Texas



It's not too early to register for North Texas' National Drive Electric Week, hosted by NCTCOG Transportation Department. We'll be there! <https://driveelectricweek.org/event.php?eventid=984> #texasEV – Tesla Owners Clue of North Texas

FORT WORTH DISTRICT PARTNERS



Center Street Bridge Ribbon Cutting

PROMOTE *safety*

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

In 2016, there were **3,756** deaths on Texas roads. Of those fatalities:

12 percent were related to distracted driving

24 percent were related to DUI-Alcohol

26 percent were related to no seat belt use

TxDOT remains focused on reducing highway fatalities in 2017.

Center Street

On March 3, local and state officials celebrated the completion of the new Center Street bridge over Interstate 20, a partnership between TxDOT and the city of Arlington. The \$10.5 million bridge extends Center Street south to Bardin Road and includes a hike and bike trail. The project aims to relieve traffic congestion along the Matlock Road and Cooper Street corridors, improve connectivity for cyclists and pedestrians with existing trails, and open up access to local businesses. The bridge was designed based on North Central Texas Council of Governments 2050 traffic projections with the option to expand to six lanes as traffic demands increase.

SH 121 Interchanges

In March, the Texas Transportation Commission approved \$2.5 billion in projects to reduce gridlock in some of the state's most congested areas. The Fort Worth District will receive \$370 million in congestion relief funding for the SH 121 interchanges at Interstate 635 and FM 2499. The project is the next big piece of the DFW Connector and is estimated to begin construction in 2019. To keep informed of TxDOT's efforts to address traffic congestion, go to:

 texasclearlanes.com

Barth Assumes New Role

Brian Barth has taken on the new assignment of Transportation Program Officer. In his new role, he will assist in blending all functions in transportation programming and delivery using the new sources of revenue provided by the Legislature. Barth served as Fort Worth's district engineer since 2013 where he implemented over \$5 billion in public-private partnerships including the DFW Connector, the North Tarrant Express, and I-35W.

Distracted Driving Awareness

With nearly \$4 billion in construction projects in Tarrant County alone, work zones change daily and drivers must stay focused on the road ahead. April is National Distracted Driving Awareness Month and TxDOT is reminding Texans to be aware of the dangers associated with distracted driving and to put down their cell phones while driving. In 2016, distracted driving crashes killed 453 people in Texas, or one person every 19 hours. Coinciding with this campaign is National Work Zone Awareness Week, April 3-7. In 2016, there were 25,713 crashes in work zones in Texas.

 txdot.gov • distracted driving

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	US 67	FM 913 to FM 988, Stephenville	Pavement overlay & repairs	\$4.8	\$4.7	-2.5
	SH 10	I-820 to Westpark Way, Euless & Hurst	Pavement overlay & repairs	\$4.1	\$3.0	-27.9
	FM 156	At Westport Parkway, Haslet	Traffic signal	\$0.2	\$0.2	-6.3
	FM 1187	FM 1902 to Business 1187, Crowley	Pavement overlay & repairs	\$6.3	\$5.1	-18.6

PROJECTED PROJECTS

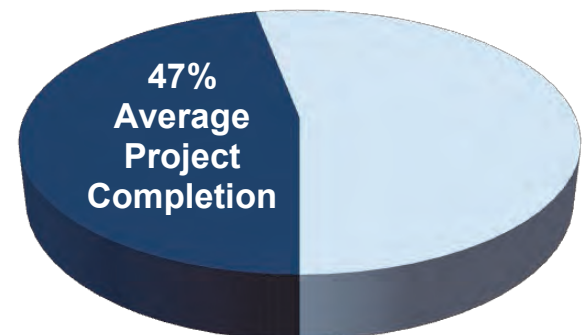
	Hwy	Limits	Type of Work	Estimate (millions)
APR	FM 4	FM 167 to the Johnson County Line, Hood County	Add shoulders	\$3.9
	US 281	At Brazos River, Palo Pinto County	Bridge repairs	\$4.8
	US 377	Tiger Trail to the Johnson County Line, Parker County	Pavement overlay & repairs	\$8.7
	I-30	Oakland Blvd to I-820	Pavement overlay & repairs	\$6.9
MAY	I-20	Center Point Rd to E Bankhead Dr, Hudson Oaks	Construct frontage roads; interchange at Lakeshore Dr	\$31.6
	I-20	FM 1884 to Ric Williamson Memorial Highway, Parker County	Pavement overlay and repairs	\$2.3



\$203 M PROPOSED LETTING



FY 2017 CONSTRUCTION*



TOTAL CONTRACTS \$3.6 B

*includes CDAs

The SH 360 South project is 50 percent complete and on target to open to traffic in spring 2018.

The public continues to see construction progress on the SH 360 toll lanes, including earthwork, excavation and placement of embankments for the roadway, installation of drill shafts and drainage systems, utility relocations, and pavement being placed.

With the recent detour implemented at the Camp Wisdom Road intersection, all of the city street overpasses are now under construction. The next major milestones for the project will be the opening of the Webb-Lynn Road and Broad Street bridges this spring.

The Camp Wisdom Road detour is being constructed differently than at the other bridges. It is a “horseshoe” with the detours directly on the outside of the current roadway while utilizing the current intersections and traffic signals.

All intersections will have bridge overpasses, except New York Avenue and Lone Star Road which will be built as underpasses that will go underneath the new SH 360 toll lanes.

While the number of lanes at each crossover bridge will stay the same, additional elements will include pedestrian sidewalks and turnaround lanes so drivers can avoid having to wait at traffic signals. This will significantly improve mobility in the area. New York Avenue was the only intersection with existing turnaround lanes.

With so much daily progress, the public is encouraged to sign up for construction e-alerts and visit the project website to stay updated.

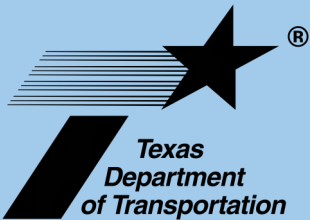
 drive360south.com



Future SH 360 Bridge at Heritage Parkway



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



Looking back at Fort Worth's Mixmaster

As TxDOT celebrates its 100th anniversary in 2017, the Fort Worth District recalls its rich history of firsts. The first four-level, direct connection interchange in Texas and one of the first in the country, the U.S. 80/81 interchange was completed in 1958 for \$1.2 million.



The U.S. 80/81 interchange was later redesignated the I-30/35W interchange in the early 1960s and named the Mixmaster for its overlapping and tightly curved ramps.



Leading into the Mixmaster, the I-30 elevated expressway was a landmark in the city skyline for 40 years until it was removed in 2001 to allow for the development of Lancaster Avenue and southern downtown Fort Worth.



The I-30/35W interchange is now a grand gateway into the city of Fort Worth.

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.

US 75 IN ALLEN TO FINISH IN MAY

SMALL DETAILS STILL LEFT TO COMPLETE

COLLIN COUNTY — Construction of a \$47 million expansion of US 75 through Allen will be complete by next month, increasing capacity and relieving congestion for thousands of motorists.



"The work we've done and continue to do on US 75 in Collin County is extremely important," said Brenan Honey, TxDOT's

area engineer. "Working closely with the City of Allen and all of our stakeholders we now have a much safer and far more efficient highway."

The 6.5-mile project widened US 75 from six to eight lanes and added three-lane frontage roads from Spring Creek Parkway to the Sam Rayburn Tollway. The work began in April 2014, and with only a small amount of work remaining (landscape, striping, etc.), the entire project will be complete by the end of May.

The project also included the addition of two noise barriers. A concrete noise barrier was installed near the intersection of Allen Drive and is decorated with a Blacklands Prairie theme, giving it a striking and unique look. Another noise barrier was installed around Exchange Parkway.

TxDOT's goal is to add highway capacity in Collin County, which expects to see its population surpass 1 million within the next decade. The project through Allen follows several completed projects in



Decorative noise barrier near the intersection of Allen Drive has a carved relief representation of the Blacklands Prairie, giving it a unique and attractive appearance.

TxDOT photo

McKinney, Melissa and Anna, and another project just underway at the interchange of US 75 and the President George Bush Turnpike.

HOV lanes previously closed through Allen and Plano will remain closed until construction of a new entrance ramp near the President George Bush Turnpike is complete. Work began earlier this year on the \$37 million interchange project led by

San Antonio-based Zachry Construction Corp.

The interchange project will reconfigure the ramps and merges at US 75 and the PGBT. In addition, the work includes extending the railroad bridge just north of PGBT, constructing new auxiliary lanes and rebuilding the Plano Parkway bridge spanning US 75. The work should be complete in early 2019.

MARCH 2017 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0047-06-159	US 75	Dallas County Line to Telephone Road	Full depth concrete repair	\$0.72	\$0.66	-9.03	\$0.91	O. Trevino Construction, LLC	1
0047-06-160	US 75	I-635 to President George Bush Turnpike	Clean and paint concrete barrier and walls	\$0.68	\$0.68	0.35	\$0.85	S & S Bridge Painting, Inc.	2
0091-03-025	SH 289	FM 1461 to north of BUS 289C	Landscape treatment of medians	\$1.73	\$1.38	-20.66	\$2.15	AALC, Inc.	3
ESTIMATED MARCH 2017 TOTALS				\$3.14	\$2.72	-13.42	\$3.91		
DISTRICT FY ACCUMULATIVE LETTINGS				\$163.29	\$149.91	-8.20			
DALLAS DISTRICT FY LETTING VOLUME CAP				\$594.42					

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

APRIL 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0121-05-050	SH 22	N 37th Street to SH 31	Full depth concrete repair and overlay	\$2.48	1
0197-03-075	US 175	Dallas County Line to Brushy Creek Relief	Mill, overlay, bridge joint repair and pavement markings (mainlanes only)	\$5.87	2
0581-02-145	SL 12	S of Shady Grove Road to SH 183	Mill, full depth repair & overlay on frontage roads	\$1.55	3
0918-11-091	CR	CR 324 at Greasy Creek Tributary	Replace bridge and approaches	\$0.77	4
1016-06-011	FM 1392	US 80 to SH 205 and on FM 740 from 1.361 miles north of Kaufman C/L to Kaufman C/L	Rehabilitation of existing roadway	\$5.99	5
ESTIMATED TOTAL				\$16.66	

COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1 – 31, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0281-01-030	SH 78	From SH 205 to FM 6	Widen from 2 lane to 6 lane divided urban	03/17/2017	\$24.83	1
0092-02-123	SH 310	At Trinity River	Painting bridge and concrete structure repair	03/09/2017	\$2.15	2
0312-02-016	FM 51	At Blocker Creek & Relief 0.208 Mi.	Replace bridge and approaches	03/21/2017	\$2.58	3
2512-01-011	FM 2728	US 80 to FM 429(North)	Provide additional paved surface width	03/27/2017	\$9.42	4
0918-00-185*	VA	Various locations in Dallas District	Non-site specific signal contract	03/22/2017	\$1.30	
ESTIMATED TOTAL					\$40.28	

*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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



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

C.

E.

LEGEND

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

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,551,670
LANE MILES | 10,493.628

A. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 758,370
LANE MILES: 1,488.733

B. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 897,510
LANE MILES: 1,373.829

C. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,478,740
LANE MILES: 3,366.158

D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 89,660
LANE MILES: 346.368

E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 164,960
LANE MILES: 1,523.910

F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 113,530
LANE MILES: 1,201.810

G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,900
LANE MILES: 1,192.820

N

10 miles

★ MAINTENANCE MINUTE ★



From Joshua V. of Dallas:

"Thanks and good job for putting out those barriers this morning on I-30W from Beltline to US 75. We really appreciate it!"

From Ms. Kymberly T. of Sanger, TX

"Good morning! A big thank you goes to the Denton County Folks for the proactive work they did in preparing the highways for the precipitation that we received Friday. I work in Carrollton and live in north Denton county. My commute home was painless, mainly dry highways and I made it home safely. Not sure why Dallas County had so much trouble."



TxDOT photos

Kaufman/Rockwall Counties — Maintenance crews doing shoulder work on SH 205 and FM 550

SOURCE: TxDOT

TxDOT graphic

1. FUNDING SOURCES

Vehicle Registration Fees



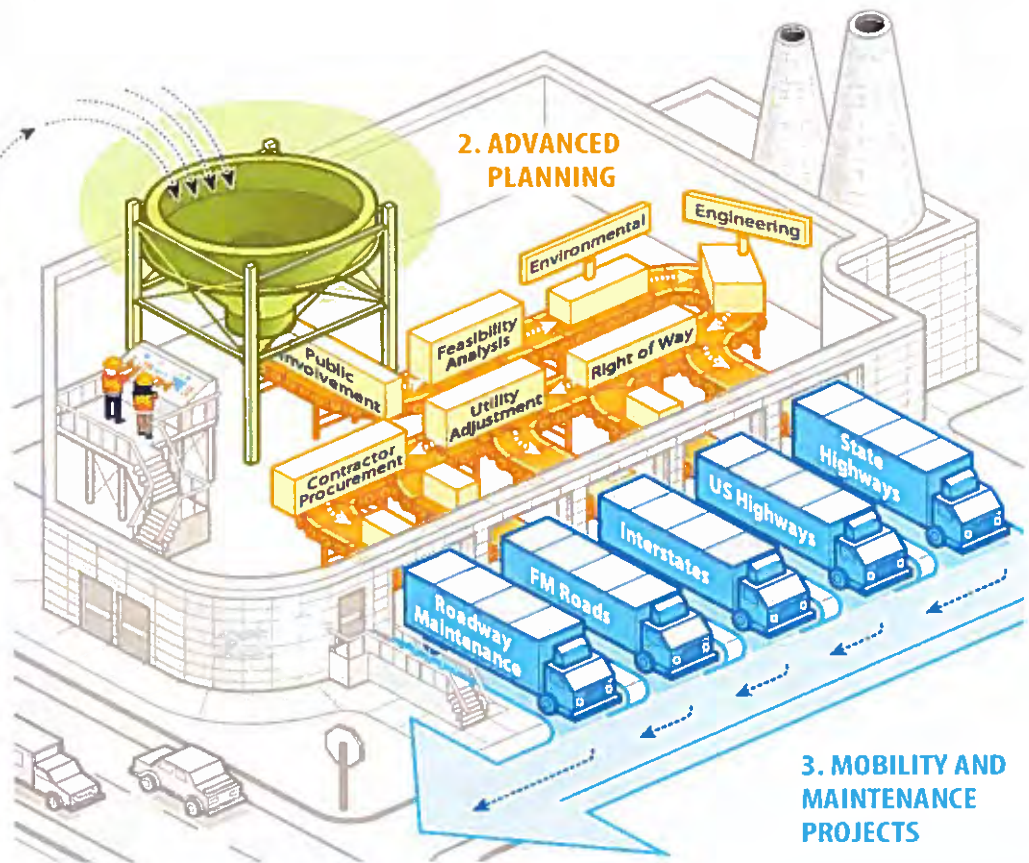
Motor Fuel Taxes



Statewide Proposition Funds



Federal Reimbursements



3. MOBILITY AND MAINTENANCE PROJECTS

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

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



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

OVERVIEW

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

Funding constraints required some original DFW Connector segments to be deferred. However, in 2013, TxDOT was able to identify funding for the FM 2499 section, in 2014, funding for new SH 121/360 ramps and in 2016, funding for the SH 121/360 interchange.

FM 2499 work included rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes were built below grade level allowing commuters to bypass two intersections.

The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

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

FM 2499 PROGRESS

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

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

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

SH 121/360 INTERCHANGE PROGRESS

- Bridge foundations and columns are 100% complete.
- Deck placement is complete on the new northbound SH 360 to SH 121 bridge.

- This spring, crews will form and pour the remaining caps on the project.
- This summer, crews will set girders and continue working on bridge deck placement on three of the bridges.
- Drainage crews will begin to install the new drainage systems in the center median of north and southbound SH 121. They will also begin to install the concrete box culvert system in between the existing northbound frontage road and northbound SH 360.
- Grading crews will begin excavation, embankment and lime activities on the new northbound SH 360 to westbound SH 114 alignment.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

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

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

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

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Completed: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Completed: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

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

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

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

TEXPRESS LANES

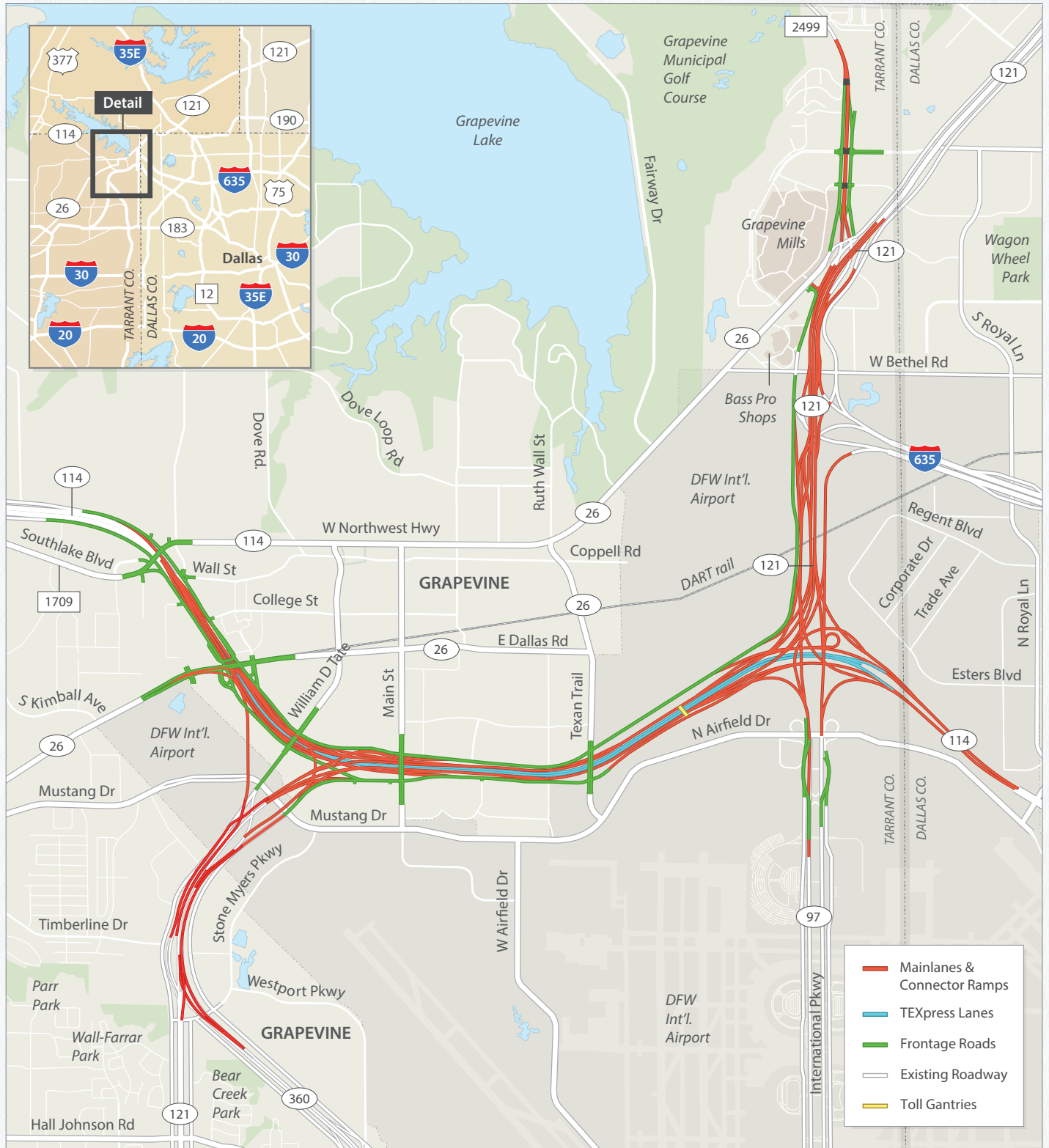
- Four miles, two in each dir. on SH 114

COST: \$1 B (FUNDED BY TxDOT)

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

CONSTRUCTION DATES

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



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

PROJECT CONTACTS



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



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

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

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop 820
 Fort Worth, TX 76133
 817-370-6737



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

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Pictured at left: An aerial view looking north at the new I-35E/Sam Rayburn Tollway direct connection construction. These new ramps will allow travelers to access I-35E from the SRT without going through the intersection on the ground.

Credit: AGL photo

PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008

- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: 12/28/11 – south segment; 1/28/11 – middle segment 1/31/12 – north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: 2/15/13 – south segment; 4/18/13 – middle segment; 3/11/13 – north segment

PROJECT FACTS

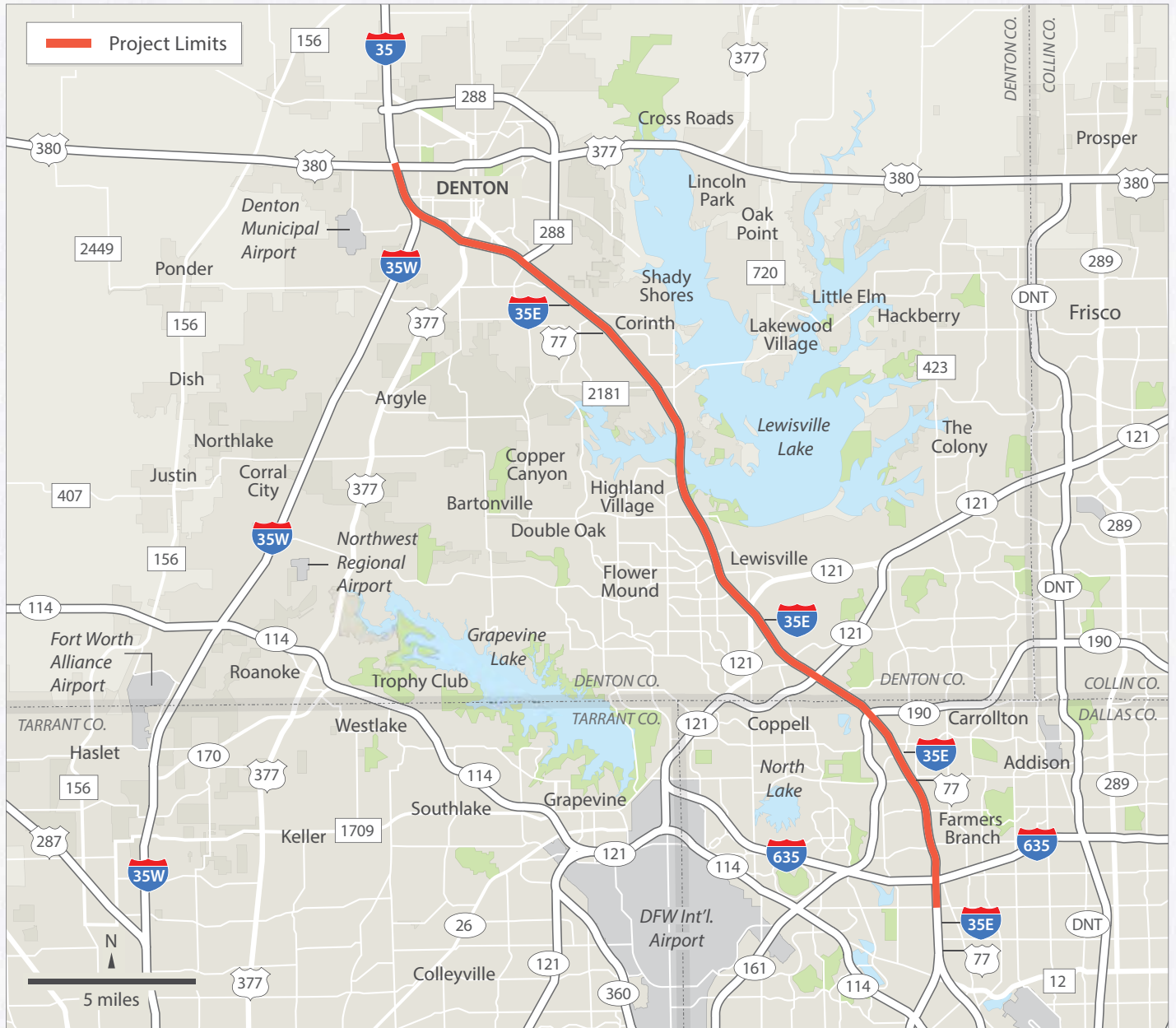
- South segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: north of SH 121 to US 380
- Two reversible TEXpress Lanes (toll lanes) from I-635 to Turbeville/Hundley
- New SB bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection/bridge improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion: Late summer 2017**

PROJECT PROGRESS

- Toll gantries are being erected near the entrance and exit ramps of the TEXpress Lanes and construction continues on the connections of the I-35E/LBJ Express TEXpress Lanes
- The new collector/distributor bridges between the Sam Rayburn Tollway and the President George Bush Turnpike are now open.
- East and westbound lanes of Belt Line Road are now on the new elevated structure.
- SB mainline traffic is now in its permanent alignment on the new Lewisville Lake Bridge and northbound mainline traffic has been shifted back onto the improved original Lewisville Lake Bridge.
- The bridges at North Texas Blvd, Post Oak Dr., Fox Ave and Garden Ridge Blvd are scheduled to fully open this spring. The Oak Dr./Lake Dallas Dr., Turbeville Rd./Hundley Dr. intersections are scheduled to open this spring.

FUNDING

- Federal - \$460 million; State - \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds), Local - \$14 million



NOTE: Highlighted areas are not to scale.

TxDOT graphic

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

* Discontinuous. ** PGBT to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

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INTERSTATE 35W

TxDOT PROJECT TRACKER



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

OVERVIEW

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

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



March 2017 - I-35W construction at 28th Street

PROJECT HISTORY

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

PROJECT PROGRESS

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

- 66% complete
- The on-ramp to northbound I-35W from Northside Drive/Yucca Avenue is closed through the summer.
- Traffic has been shifted on eastbound I-820 at the I-35W/820 interchange.
- Sound wall installation is beginning.

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

This segment is substantially complete with all lanes in their final location. Finish work on corridor aesthetics and the TEXpress Lanes will continue and the final layer of pavement will be applied in the spring when higher temperatures will allow.

THE 3C PORTION: (US 81/287 to Eagle Parkway) This project is estimated to begin construction in 2018.

PROJECT FACTS

LENGTH

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

TEXPRESS LANES

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

COST

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

FUNDING

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

- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

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

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec 2016
- Segment 3C: Estimated construction start- 2018



NOTE: Highlighted areas are not to scale.

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

TxDOT graphic

SEG* Roadway and Limits

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

Interim Configuration**

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

SEG* Roadway and Limits

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

Interim Configuration

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

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

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

SEG* Roadway and Limits

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

Interim Configuration

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

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

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

SEG* Roadway and Limits

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

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HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT



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

OVERVIEW

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

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



Pictured above: An aerial view looking north toward downtown Dallas at the bridge now carrying northbound I-35E traffic. This traffic switch occurred on March 25th.

PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

PROJECT PROGRESS

- Construction continues on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews are currently preparing to start placing the deck.
- Work continues on the second phase of the EB mainlane bridge over the Trinity River and traffic is in its permanent configuration.
- Permanent concrete paving is wrapping up in the mixmaster under the Houston and Jefferson viaducts.
- Northbound I-35E traffic over the Trinity River was shifted into its permanent configuration on March 25, 2017.

PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as summer 2017.

LENGTH: 5 miles

LIMITS

- I-30 from Hotel Street west to Sylvan Avenue
- I-35E from Eighth Street north to Commerce Street

RIGHT OF WAY

- All parcels are acquired and are held in the name of the State of Texas

CONSTRUCTION DATES

- Construction began in October 2013 and is scheduled for completion in summer 2017

FUNDING

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

SOURCE: TxDOT

TxDOT graphic





PRELIMINARY HORSESHOE SCHEMATIC (April, 2012)



SOURCE: Texas Department of Transportation.

TxDOT graphic

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

OVERVIEW

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



SouthGate Constructors photo archive

February 2017:
SH 183 at MacArthur Blvd. in Irving.

PROJECT HISTORY

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

PROJECT PROGRESS

- SH 114
 - Currently in its final phase of construction, SH 114 is expected to be completed in late 2017.
- SH 183
 - Construction is approximately 50% complete.
 - Utility relocation is approximately 95% complete.

- Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
- Placing girders, pouring bridge decks and painting direct connections between SH 183 and Loop 12.
- This summer, traffic will be switched onto new bridge widening along SH 183 allowing the other side of the bridges to be removed and rebuilt.
- Loop 12
 - Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION 2018)

LENGTH

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

COST

- \$847.6 million (Design and Construction)

FUNDING

- Funding sources include CAT 2, 7, 10 and 12 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

RIGHT OF WAY

- Acquisition is 94% complete

PROJECT

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

ULTIMATE PROJECT (ESTIMATED OPERATION TBD)

COST

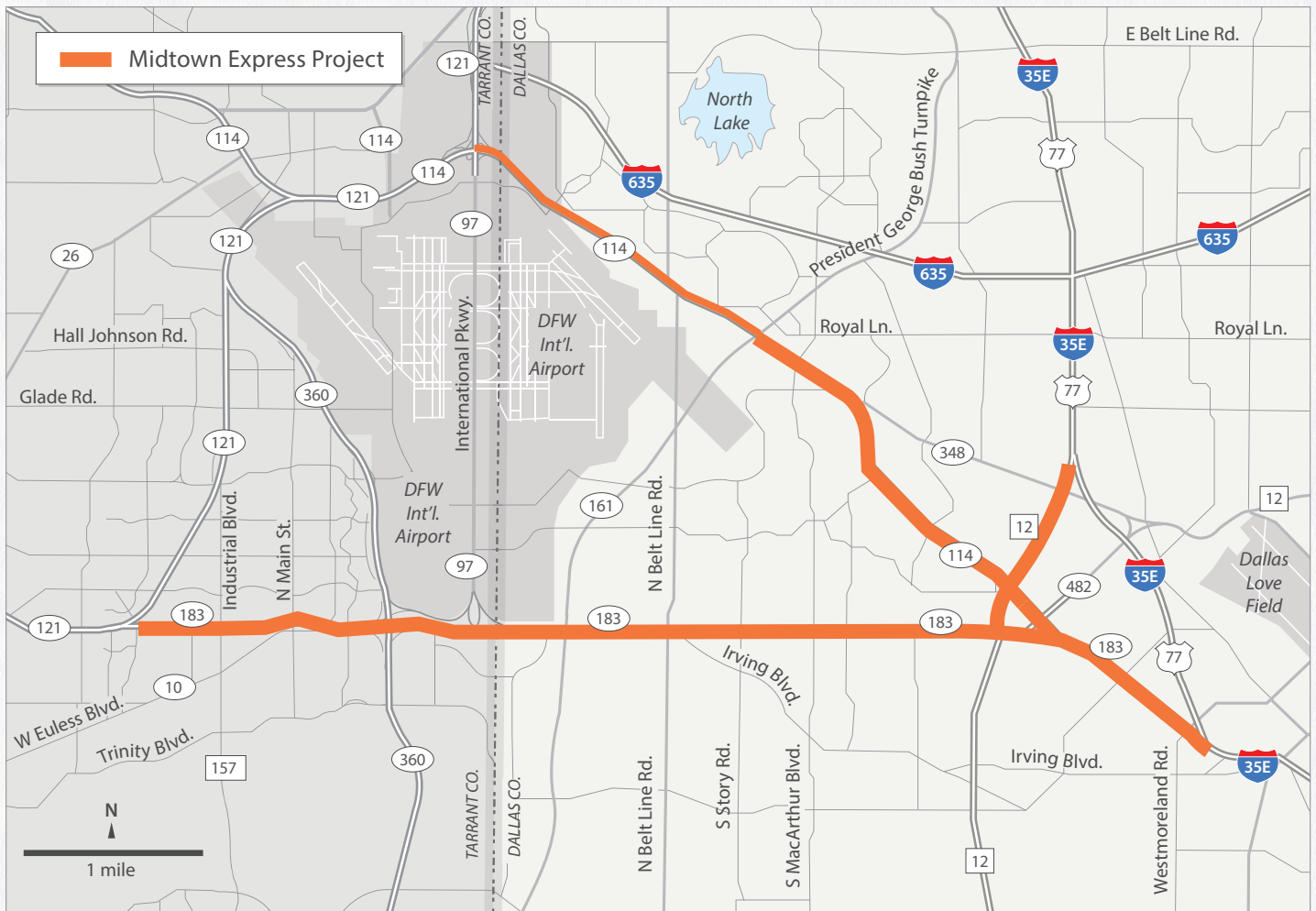
- \$2.5 billion (funding not identified)

PROJECT

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

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



NOTE: Not to scale.

TxDOT graphic

SH 183 BETWEEN SH 121 AND I-35E

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

SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

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

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

TxDOT graphic

LOOP 12 BETWEEN SH 183 AND I-35E

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

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SH 360 SOUTH

TxDOT PROJECT TRACKER



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

OVERVIEW

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



Crews set beams for the future SH 360 bridge at Heritage Parkway

PROJECT HISTORY

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

PROGRESS

- Paving of mainlanes from Camp Wisdom Road to US 287 continues.
- Crews will install bridge beams for the new US 287 mainlane bridges over SH 360 in March, with the bridges expected to open for traffic in fall 2017.
- The Webb Lynn Road/Lynn Creek Parkway and Broad Street crossover bridges are expected to be completed and open in spring 2017. The Heritage Parkway and Debbie Lane/Ragland Road bridges are scheduled for completion in summer 2017.
- In March, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road with estimated completion in late 2017.

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

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

INITIAL PHASE

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

ULTIMATE PHASE

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

TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



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

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

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



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Bridge column construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Completed installation of bridge beams on the SH 360 southbound frontage road and began placing the new bridge deck.

- Constructing bridge substructures for southbound frontage road between Lamar Boulevard and Six Flags Drive, and new direct connector ramps (1) I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, (3) for SH 360 northbound, and (4) I-30 westbound to SH 360 southbound
- Began constructing I-30 mainlane and collector-distributor structures at Johnson Creek
- Closed I-30 HOV lane until project completion for construction in median
- Placed temporary detour pavement on SH 360 southbound frontage road and on I-30 westbound mainlanes

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2015 TRAFFIC COUNTS (project area)

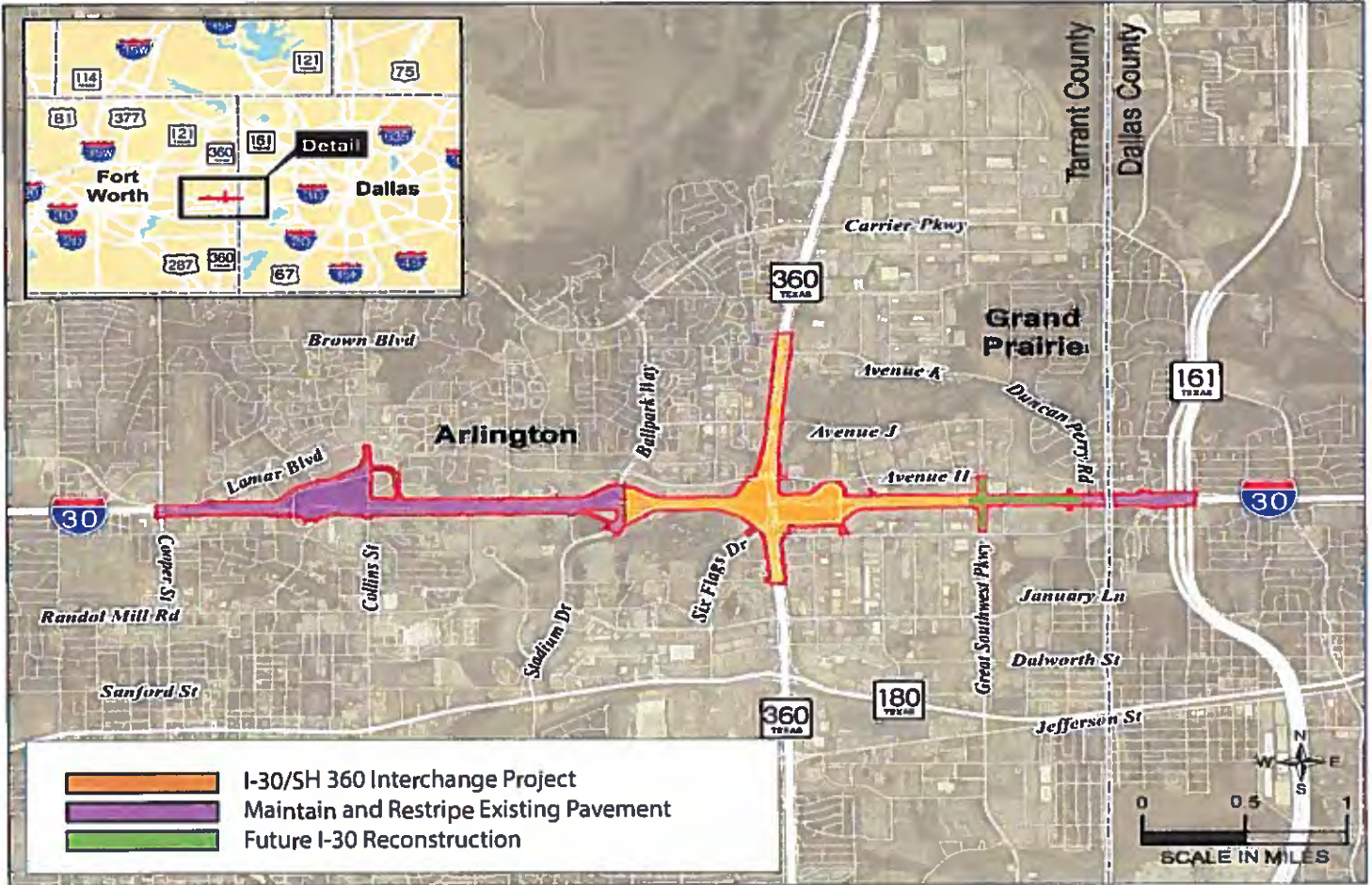
- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

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