



February 9, 2017

Ron Jensen, Chair
Regional Transportation Council
NCTCOG
616 Six Flags Drive
CenterPoint Two
Arlington, TX 76011

Re: Transportation in Arlington

Dear Chairman Jensen,

I wanted to follow up the discussion that we had at our last Regional Transportation Council meeting regarding Arlington's transportation plans to ensure the RTC is fully informed about our current efforts.

The City is looking to the future and recognizes the importance of establishing a multi-modal transportation plan and taking necessary steps towards its implementation. As such, this past September, the Mayor and City Council appointed a 31-member Transportation Advisory Committee (TAC) to develop a strategic approach that will frame future decisions made by the City Council related to transportation in Arlington. This group of residents and stakeholders is focused on innovative, long-term solutions that will provide transportation options to, from, through, and within the City and region.

TAC's preliminary work has focused in the following areas:

- Briefing materials on the City's adopted strategies regarding our transportation efforts, including the City Council's Priority to "Enhance Regional Mobility," the 2015 Comprehensive Plan, the 2011 Thoroughfare Development Plan, and the 2011 Hike and Bike Plan.
- Briefing on existing Arlington transportation services that represent in excess of \$4M in current community investment including Metro ArlingtonXpress (MAX - service provided through an Interlocal Agreement with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) that connects Arlington's Downtown/University District to Centerport Station), Handitran demand/response paratransit service, the Entertainment District Trolley, the UT-Arlington Shuttle Service, Trinity Railway Express, and NGO demand/response services in association with Mission Arlington and Catholic Charities.
- Briefing on our recently completed Comprehensive Operational Analysis, pursuant to our agreement with DART. The work was completed by HDR Engineering and their technical subcontractors to review existing transportation services in the City and develop recommendations for potential improvements or expansions.
- Briefings on regional transportation efforts by the NCTCOG, DART, and The T.

- Briefings on innovative technology based solutions including Bridj and EasyMile.

While there is so much more work to be completed, I expect recommendations from the TAC by the end of 2017 that will lay out our future business plan for multi-modal transportation services and solutions that will connect Arlington to the region. The Arlington high-speed rail station represents the opportunity to facilitate our regional connectivity.

To that end, the City of Arlington supports the prospect of a high speed rail corridor between Fort Worth and Dallas (see attached resolution). The City understands that connectivity between the proposed high-speed rail station, CentrePort TRE station, and DFW International Airport is a requirement for a high-speed rail station in Arlington. I expect the ongoing dialogue between the City and the High Speed Rail Station Area Planning Study consultant team will ensure that the connection needs are properly coordinated. As a member of the Commission for High-Speed Rail in the Dallas/Fort Worth Region, I commit that the City's efforts will consider these necessary connections and provide specific recommendations that will feed into the Station Area Planning Study for inclusion in the TxDOT-conducted Environmental Impact Study as well as identify the required city steps (including collaborative efforts with regional transportation authorities) to fulfill the business plan needs necessary to make the connection.

The City of Arlington understands the importance of transportation connections for the long-term health and economic potential of the city as well as for its impact on the region as a whole. The City appreciates the transportation investments to date across the region and believes that partnerships and emerging technologies will allow us to advance transportation solutions in new and exciting ways that will benefit all of North Central Texas. Arlington is actively working on the efforts outlined above.

Thank you.

A handwritten signature in black ink, appearing to read 'W. Jeff Williams', written over a horizontal line.

W. Jeff Williams, Mayor
City of Arlington

Resolution No. 16-137

A resolution supporting the Partnership Position Regarding Texas Central's Delivery of High-Speed Rail between Downtown Dallas and Houston, entered into by and between Texas Central Partners, LLC and North Central Texas Council of Governments

- WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and
- WHEREAS, the RTC is responsible for identifying mobility choices and the approval of transportation projects and policies within the Dallas-Arlington-Fort Worth Metropolitan Planning Area through Mobility 2040; and
- WHEREAS, it is deemed to be in the region's best interests to support Public-Private Partnerships (PPPs) for the implementation of transportation projects; and
- WHEREAS, strong economic growth and projected population increases, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high speed rail and complementary systems in Texas; and
- WHEREAS, Texas Central is developing a privately-sponsored high speed passenger rail system on which it will deploy the Tokaido Shinkansen total system to connect North Texas, the Brazos Valley, and Houston and for which it will not accept public grants or operating subsidies; and
- WHEREAS, Texas Central Partners, LLC and its affiliates (Texas Central) have spent significant private capital on the validation and the development of a high speed passenger rail system that will connect North Texas to Houston; and
- WHEREAS, Texas Central is conducting an Environmental Impact Statement analysis with the intent to initiate revenue service in 2021; and
- WHEREAS, Texas Central and the North Central Texas Council of Governments have executed a Partnership Position Regarding Texas Central's Delivery of High-Speed Rail between Downtown Dallas and Houston, outlining regional support for high speed passenger rail service within the DFW region and from the DFW region to distant destinations; NOW THEREFORE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

I.

That the City of Arlington affirms that developing safe, dependable, and interconnected passenger rail and rail transit systems is in the best interest of the

travelling public in part because of rail's safety, reliability, air quality improvement, and efficient use of land which fosters urban densification and economic development.

II.

That the City of Arlington supports the total system approved by the Federal Railroad Administration, development by private sector and deployed by Texas Central Partners, LLC, as the Dallas-Fort Worth region's preferred high-speed rail technology. Further the City supports the development of a one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas and Houston through Texas Central's Dallas passenger station, and should regulatory, environmental, financial, or other challenges prohibit the timely development of a one seat/one ticket connection, the City of Arlington supports development of an as close to cross-platform solution for rail passengers as possible.

III.

That the City of Arlington will assist in the siting and planning of routes and facilities to accommodate interconnectivity of high-speed rail passenger facilities in Arlington and interconnectivity of high-speed rail passenger facilities and public transit facilities.

IV.

That the City of Arlington supports the Partnership Position Regarding Texas Central's Delivery of High-Speed Rail between Downtown Dallas and Houston, entered into by and between Texas Central Partners, LLC and North Central Texas Council of Governments, attached hereto as Exhibit "A."

PRESENTED AND PASSED on this the 28th day of June, 2016, by a vote of 8 ayes and 0 nays at a regular meeting of the City Council of the City of Arlington, Texas.



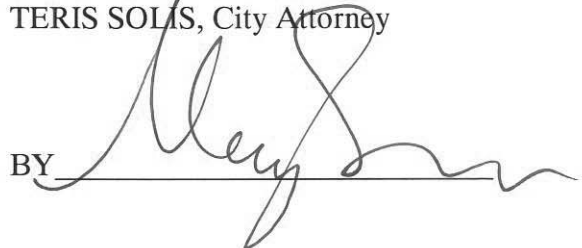
W. JEFF WILLIAMS, Mayor

ATTEST:


MARY W. SUPINO, City Secretary

APPROVED AS TO FORM:
TERIS SOLIS, City Attorney

BY



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.

WORK PROGRESSING ON MIDTOWN EXPRESS

BUSY TIMES AHEAD AS THE PROJECT BEGINS ITS LAST TWO YEARS OF CONSTRUCTION



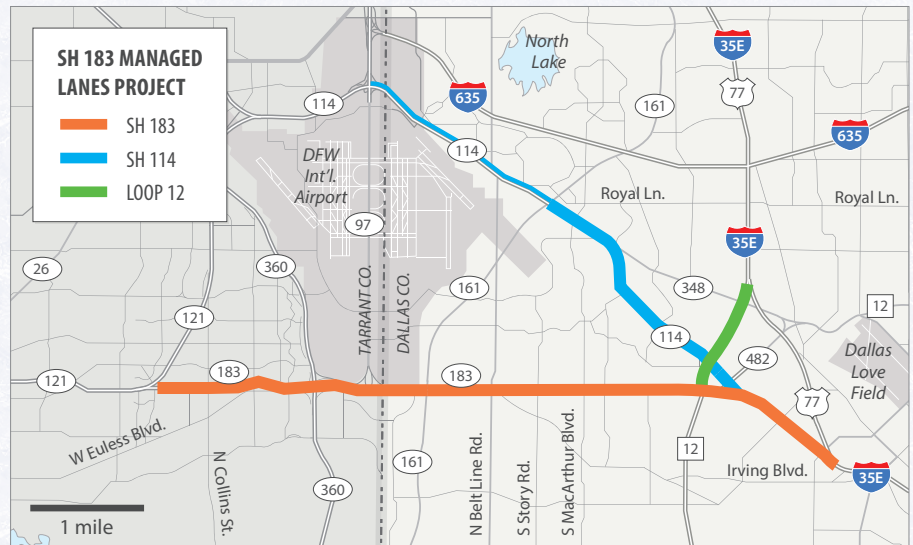
DALLAS — The \$850 million, 27.8-mile Midtown Express project, which began construction in April 2015, is almost at the halfway point of construction and expected to complete by the end of 2018. With less than two years to go, the project team is expecting

2017 to be its busiest year with more than a million man hours anticipated.

This summer, the Midtown Express team will be switching traffic on east and westbound SH 183 onto new bridge structures at some of the major intersections in Irving and Eules. New frontage roads are being built in both Eules and Irving with traffic switching onto the new alignment this summer.

In Eules, east and westbound SH 183 traffic will switch onto new widened bridge structures. This will allow the existing bridge to be demolished and work in the center (managed lanes) to commence. Work on Main St. bridge continues with its opening anticipated for December 2017.

In Irving, the east and westbound SH 183 general purpose lanes will switch onto their new alignment along the corridor. Moving traffic onto the new lanes means the footprint of the roadway will be in its final location, but traffic will be in a temporary traffic pattern. This allows the existing infrastructure to be demolished and rebuilt. Work on the Esters Rd. bridge will continue this year. Currently the bridge is partially demolished allowing substructure work to begin. Utility work in



SOURCE: TxDOT

TxDOT graphic

Irving is anticipated to be complete in late spring 2017.

In Dallas, work continues on the Trinity River bridges for the general purpose lanes and frontage roads. Half of all the bridge construction on the Midtown Express project is contained within the Trinity River bridges.

SH 114 is in its final phase of construction. The general purpose lanes have been moved to the outside of the existing alignment in order to construct the managed lanes inside of the general purpose lanes. The final stage of

construction beginning in late spring includes installation and testing of toll equipment and operations. The TEXpress Lanes on SH 114 are expected to open by the end of 2017.

Loop 12 will have a major traffic switch this spring switching the general purpose lanes to the west of their existing alignment. This switch allows the construction of the eastbound SH 183 direct-connect bridge to northbound Loop 12 to progress. Completion of both the southbound Loop 12 to westbound SH 183 and eastbound SH 183 to northbound Loop 12 direct-connect bridges is anticipated in fall 2018.

The Midtown Express Project is expected to be complete by the end of 2018. ■



JANUARY 2017 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0172-08-053	US 287	SH 34 to I-45	Widen 2-ln undivided highway to 4-ln urban freeway w/ grade separated interchanges and 0 to 4-ln frontage rds.	\$73.64	\$63.97	-13.13	\$86.08	Fluor Enterprises, Inc.	1
0353-04-095	SH 114	Freeport Pkwy. to Esters Blvd.	Construct WB 0 to 2 lane frontage road & ramp modifications	\$3.85	\$3.94	2.22	\$4.66	Ed Bell Construction Company	2
JANUARY 2017 TOTAL				\$77.49	\$67.91	-12.36	\$90.74		
DISTRICT FY ACCUMULATIVE LETTINGS				\$152.28	\$141.38	-10.11			
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.

FEBRUARY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0197-05-056	US 175	US 175 at FM 1895 and SL 12 at Scyene Rd.	Install intersection flashing beacon, safety lighting at intersection on US 175 and improve traffic signal on SL 12	\$0.43	1
0197-02-118	US 175	Lake June Road to I-20	Full depth concrete repair, overlay, and pavement markings	\$2.05	2
2981-01-007	FM 2932	FM 741 to FM 148	Reconstruct existing pavement and add shoulders	\$5.08	3
TOTAL				\$7.56	

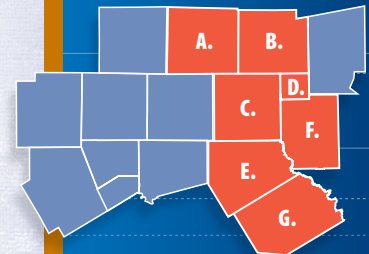
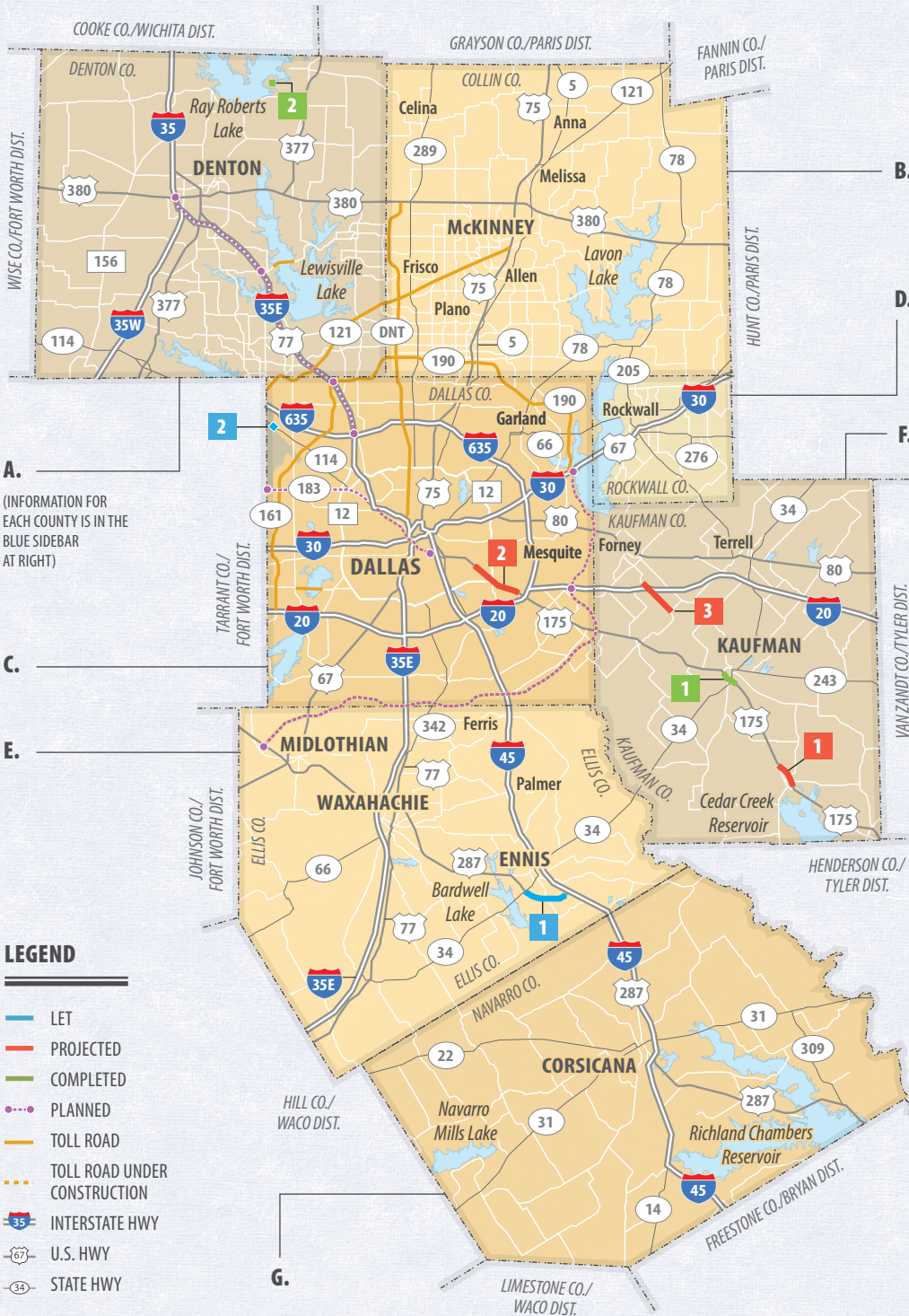
*Not mapped.

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

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0197-04-078	US 175	SH 34	Landscape Development	1/30/17	\$0.28	1
0918-46-269	PW	At Ray Roberts (Isle Dubois) State Park	Rehabilitate State Park Roads, Parking Lots & Campsite Pullouts	1/16/17	\$1.59	2
TOTAL					\$1.87	

DALLAS DISTRICT PROJECTS MAP

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



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

LEGEND

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

SOURCE: TxDOT research.
 *POPULATION ESTIMATE: NCTCOG.

TxDOT PREPARED FOR WINTER WEATHER



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

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

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

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

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

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

AFTER SNOW/ICE EVENT

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

WHAT MATERIALS ARE USE ON THE ROADS?



Before an ice/Snow Event

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



During an ice/Snow Event

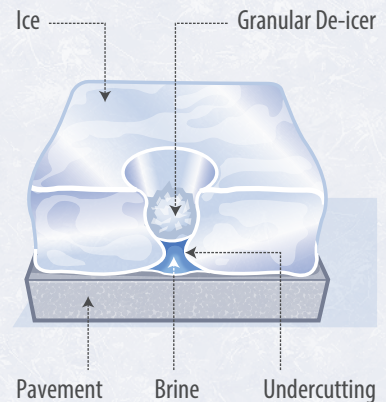
- Various salt-based granular de-icers are used to help melt ice already formed on the road

HOW DO THE CHEMICALS WORK?

Granular De-Icer

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

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



Melting Ice Takes Time

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

SOURCE: www.usroads.com

TxDOT graphic



From Angela V. of Dallas, TX:

(In reference to the I-635 North bridge -- Dallas County): "Thank you for sending in the service request. I drive over this bridge everyday and on my way home last night I saw that TXDOT maintenance went out and filled the holes with asphalt. I appreciate this very much and I am sure other drivers as well. Kind regards!"

From Rob Franke, Mayor of Cedar Hill:" Thank you Mo. I didn't know all the background and I truly appreciate you passing this along. Relationships are so important and I personally as well as our city value you and our TXDOT partners. I know you face more demands than praises so it is good to be reminded that you and the team make a difference. Thank you friend."

– Rob Franke, Mayor

SOURCE: Texas Department of Transportation.

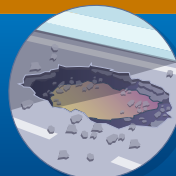
TxDOT graphic

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

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

FORT WORTH DISTRICT PARTNERS



TxDOT Crews Prepare for Winter Weather in Early January

FOCUS

on the *customer*

As TxDOT celebrates its 100th anniversary, the Fort Worth District recalls its rich history of Texas firsts:

1st public hearing of the Texas Highway Commission held in Mineral Wells in 1917

1st 4-level, direct connection interchange built at U.S. 80/81 in 1958 (today known as I-30/35W)

1st freeway from city limit to city limit was Fort Worth's East-West Freeway (today known as I-30)

I-820 East Loop

Construction begins this spring to add a southbound exit lane on Interstate 820 from Pipeline Road to SH 10. This interim \$1.2 million project is estimated for completion this summer to help relieve traffic congestion along the I-820 East Loop. It will complement a larger Congestion Relief project that is scheduled to begin next winter to widen I-820 from SH 121/183 to Randol Mill Road. The \$150 million project will further relieve congestion by adding one mainlane each direction and providing new bridges and direct connections.

 texasclearlanes.com

Bryant Irvin Road at I-20

Construction is underway to widen the Bryant Irvin Road bridge over Interstate 20. The project will build an additional lane in each direction, add dual left turn lanes for northbound traffic, provide continuous sidewalks, and upgrade traffic signals and roadway illumination. The project will improve safety and mobility for the businesses and residents in this area located near Chisholm Trail Parkway. The \$3.9 million project is estimated for completion in fall 2018.

Wrong Way Driver Pilot Program

Wrong way driver countermeasures will soon be operational on 52 locations along SH 360

and Interstate 30. This includes reflective pavement arrows, flashing LED warning signs with radar detection, lowered wrong way signs, vehicle alert modules, and other measures. TxDOT will monitor the results of this pilot program to determine the most successful elements that can be implemented on other corridors.

I-30 Insider

North Texans can earn rewards for commuting on I-30 between Dallas and Fort Worth. I-30 Insider, a pilot program funded through the federal Value Pricing Pilot Program, is encouraging alternative commuting modes like carpooling, telecommuting or compressed work week along this test corridor. I-30 commuters can earn points through April 28 for logging their alternative commutes. To register, go to:

 i30insider.com

NE Tarrant Transportation Summit

The 8th annual Northeast Tarrant Transportation Summit will be held at the Hurst Conference Center Feb. 17 from 8:30 a.m. to 1:30 p.m. The program will include discussions on autonomous vehicles, transportation evolution in the urban landscape, and what logistics will look like in the future.

 netransportationsummit.com

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JAN	FM 917	County Rd 616 to Lillian Johnson County	Pavement overlay & repairs	\$0.5	\$0.5	-7.8
	SH 10	I-820 to Main St, Euless & Hurst	Traffic signal improvements	\$0.4	\$0.3	-26.3
	I-820	Pipeline Rd to SH 10, Hurst	Add southbound exit lane	\$1.4	\$1.2	-18.9
	Various roadways	Districtwide	Seal coat	\$7.6	\$6.2	-17.7
	Various roadways	Hood County	Pavement overlay & repairs	\$3.5	\$3.2	-8.8

PROJECTED PROJECTS

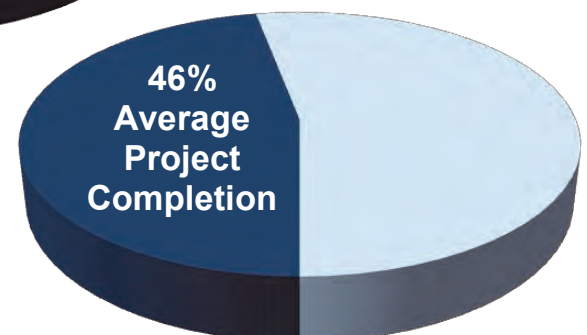
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	SH 121	At Carson St, Haltom City	Bridge replacement	\$4.4
	FM 1187	McCart Ave to Main St, Crowley	Landscaping	\$0.6
MAR	US 67	FM 913 to FM 988, Stephenville	Pavement overlay & repairs	\$4.5
	SH 10	I-820 to Westpark Way, Euless & Hurst	Pavement overlay & repairs	\$4.2
	FM 156	At Westport Parkway, Haslet	Traffic signal	\$0.2
	FM 1187	FM 1902 to Business 1187, Crowley	Pavement overlay & repairs	\$6.4



\$314 M PROPOSED LETTING



FY 2017 CONSTRUCTION*



TOTAL CONTRACTS \$3.6 B

**includes CDAs*

TxDOT employees honored for accomplishments

Two members of the TxDOT Fort Worth District team were recently commended for their accomplishments in job excellence and project delivery.

Matthew Robberson, a North Tarrant County maintenance technician, won first place in the State Truck Rodeo. He competed against TxDOT's top 54 finalists from about 4,500 workers statewide who participated in the regional competitions.

In its 21st year, the rodeo consists of a truck inspection and a driving course, both of which mirror problems they might encounter every day on the job.

His second time to compete at the state level, Robberson said his training helped him stay cool and focused on his goal to win this year.

Part of TxDOT's safety program, truck rodeos test the drivers on the skills they have to perform in their daily jobs as they build and maintain the state's transportation system.

Richard Williammee, the Fort Worth District's materials engineer, also finished the year strong by winning TxDOT's prestigious Gibb GilChrist Award, named after the state highway engineer who oversaw the department when it began the farm-to-market road system.

The award recognizes the skill, innovation and performance excellence of department engineers in the field of engineering.



While Williammee prefers to work behind the scenes, he has led the nation in implementing new research methods into pavements and bridges. His best practices are being applied across the state and country and have resulted in a better infrastructure and environment.

A 32-year TxDOT veteran, Williammee has helped the department make great strides in the use of environment-friendly warm-mix asphalt, SBR latex for longer-lasting pavements, and geofoam blocks to reduce bridge and roadway settling.



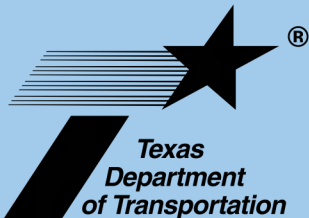
Executive Director James Bass (left) and State Truck Rodeo winner Matthew Robberson



TxDOT Commissioner Laura Ryan and Bass with 2016 Gibb Gilchrist Award winner Richard Williammee



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



Connecting Texas to what matters most

Texans have long had a vision for transportation. Ever since the Texas Highway Department began its service in 1917, its pioneering members had a plan — to connect Texas. As TxDOT celebrates its 100th anniversary in 2017, the Fort Worth District recalls the early days as one of the state's original seven districts:



Downtown Fort Worth in approximately the 1920s showing cross traffic on SH 2. By the 1950s, the major highways moved out of downtown — later becoming I-35W and I-30.



The SH 16 arch masonry bridge at the Possum Kingdom dam in Palo Pinto County. Designed by the Fort Worth District and built by the Works Programs Administration (WPA) in the 1930s, this beautiful bridge is still in use over 80 years later.



1938: workers put the finishing touches on the original brick of SH 1/Bankhead Highway between Weatherford and Mineral Wells, which later became U.S. 180.