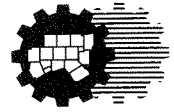


## Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



May 22, 2013

The Honorable Ray LaHood  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, a membership roster of our organization is enclosed. On behalf of the RTC, we are pleased to support the application submitted by the North Central Texas Council of Governments (NCTCOG) to the US Department of Transportation for the IH 45/US 175 (S.M. Wright) project in Dallas, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The S.M. Wright project will address a critical safety issue and enhance the quality of life for the residents in South Dallas, a minority community in an economically distressed area of Dallas. The project is included in and consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program (TIP). The project is included in the 2013-2016 Transportation Improvement Program for North Central Texas.

The first phase of the project addresses safety by removing the unsafe and sharp roadway curve located at US 175 (C.F. Hawn Freeway) and SH 310 (S.M. Wright Freeway). Specifically, a new 4,000-foot long roadway connecting the existing US 175 to IH 45 would be constructed. This would eliminate the almost 90-degree turn at SH 310 which is known as "dead man's curve" to local residents and commuters, greatly improving safety.

In addition to improving safety, this project will enhance the quality of life for many residents through the elimination of a major barrier in the community. The second phase of the project would convert S.M. Wright Freeway from a high-speed facility to a lower-speed urban arterial. The reconstructed S.M. Wright Parkway would create a more efficient route for residents traveling to and from South Dallas, while reconnecting the residential areas on both sides of the roadway, improving quality of life for the residents, and increasing the potential for economic redevelopment.

Finally, the project would promote regional economic viability by providing an economically distressed part of Dallas County with improved connectivity to major employment centers. Better access to major employment centers, such as downtown Dallas and the Medical/Market Center, will support and stimulate the economy of the region. As proposed, the reconstructed parkway would also lead to a long-term economic stimulus by attracting new businesses and creating jobs.

Again, the RTC fully supports the 2013 TIGER Grant application submitted by NCTCOG for the IH 45/US 175 (S.M. Wright) project. The project is important and would greatly improve safety, enhance quality of life and promote economic viability. If you have any questions regarding this project, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241. Thank you for your full and fair consideration of this application.

Sincerely,

A handwritten signature in black ink that reads "Pete Kamp". The signature is written in a cursive, flowing style.

Pete Kamp  
Chair, Regional Transportation Council  
Mayor Pro Tem, City of Denton

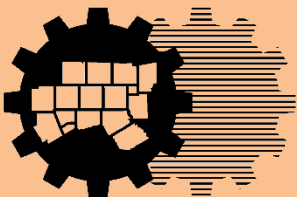
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Enclosure

cc: Michael Morris, P.E., NCTCOG

# **S. M. Wright Project – Phase 1**

## **TIGER Discretionary Grant Application**

**May 2013**



**North Central Texas  
Council of Governments**

**Transportation Department**

**TIGER DISCRETIONARY GRANT PROGRAM  
Project Application**

**Name of Project:** S. M. Wright Project – Phase 1

**Agency Submitting Project:** North Central Texas Council of Governments (MPO)

**Other Project Parties:** City of Dallas (Partnering Agency)  
Texas Department of Transportation (Implementing Agency)

**Primary Contact:**

**Name:** Michael Morris  
**Phone Number:** 817-695-9241  
**Email Address:** [mmorris@nctcog.org](mailto:mmorris@nctcog.org)  
**Street Address:** 616 Six Flags Drive  
Arlington, TX 76011

**Type of Project:** Road and Bridge (US 175)

**Project Location:**

**City:** Dallas  
**County:** Dallas County  
**State:** Texas  
**Congressional Districts:** District 30 (Rep. Eddie Bernice Johnson)

**Type of Jurisdiction:** Urban Area

**TIGER Funds Requested:** \$20,000,000

**Total Project Cost:** \$121,530,000

**DUNS Number:** 10-246-2256

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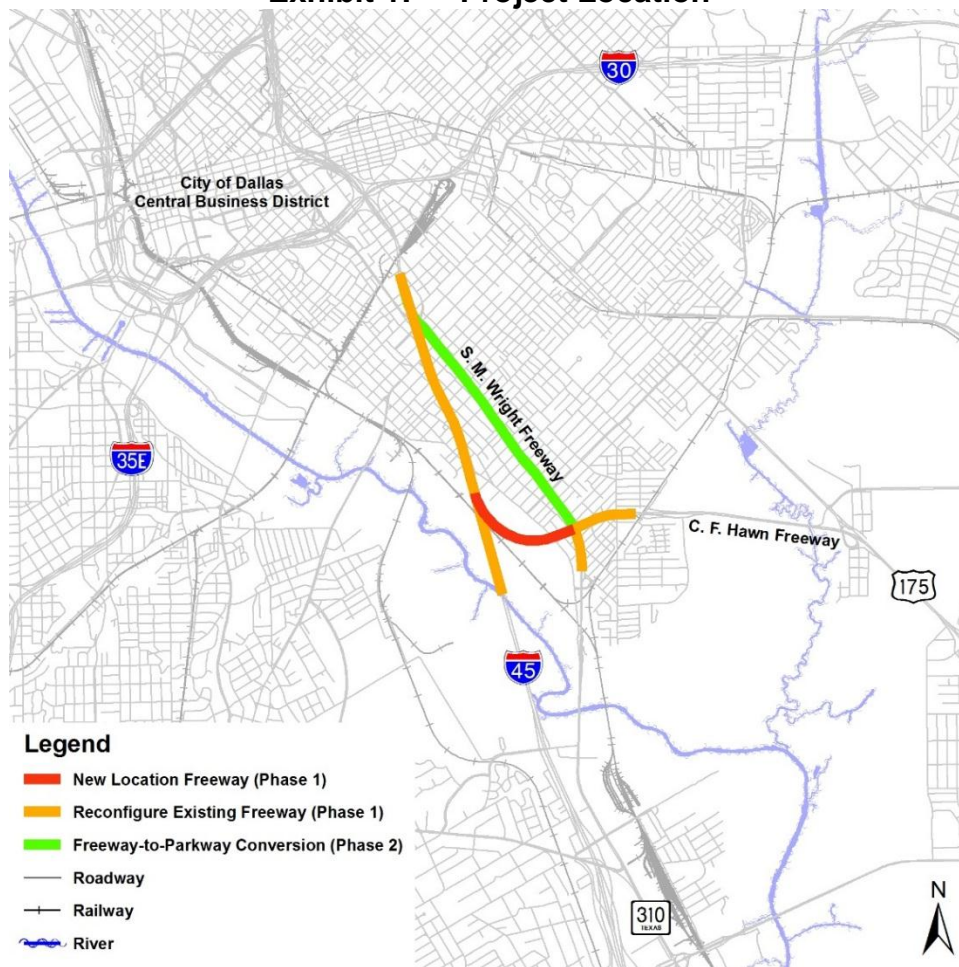
**List of Abbreviations**

ACS	American Community Survey
ADT	Average Daily Traffic
BCA	Benefit-Cost Analysis
BLS	Bureau of Labor Statistics
CBD	Central Business District
DART	Dallas Area Rapid Transit
DISD	Dallas Independent School District
EA	Environmental Assessment
FHWA	Federal Highways Administration
FY	Fiscal Year
IH	Interstate Highway
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MWSBE	Minority-owned, Women-owned and Small Business Enterprises
NCTCOG	North Central Texas Council of Governments
NTTA	North Texas Tollway Authority
PMIS	Pavement Management Information System
RTC	Regional Transportation Council
SH	State Highway
STIP	Statewide Transportation Improvement Program
TCEQ	Texas Commission on Environmental Quality
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
US	United States Highway

## I. Project Description

This project is located in the City of Dallas, Dallas County, Texas. The project is in an urbanized area and located immediately south of the Central Business District. In the project area, US 175 has two separate named segments commemorating the lives of local minister and community leader S. M. Wright and Texas Highway Commissioner C. F. Hawn. S. M. Wright Freeway begins south of downtown Dallas at IH 45 and runs in a southeasterly direction intersecting with SH 310 locally referred to as "dead man's curve". From that point US 175 picks up the moniker of C. F. Hawn Freeway and heads east toward IH 20 eventually ending in Jacksonville, Texas. Exhibit 1 shows the location of the S. M. Wright Project and the companion segment of IH 45.

**Exhibit 1: Project Location**



Funds to fully implement the project were identified and allocated before the end of 2012. During the January 2013 Public Hearing for the EA, public input identified deficiencies in the local access provided by the project. In response, additional ramps along IH 45 to provide critical local access and to enhance the potential for economic development for this economically distressed community are now included. The estimated cost of those ramps is \$20 million, the amount of this FY 2013 TIGER Discretionary Grant request.

The project would provide transportation improvements in two phases. The first phase would be a new high speed roadway connecting the C. F. Hawn Freeway to IH 45. This 4,000-foot long new roadway would include direct connection ramps to IH 45 and reconfiguration of the existing US 175/SH 310 interchange. Phase 1 of the project would eliminate the almost 90-degree turn at SH 310 which is known as “dead man’s curve” to local residents and commuters. The construction of the S. M. Wright Project – Phase 1 (shown in orange and red in Exhibit 1) would be funded, in part, through a FY 2013 TIGER Discretionary Grant; to supplement the \$101.5 million already in place.

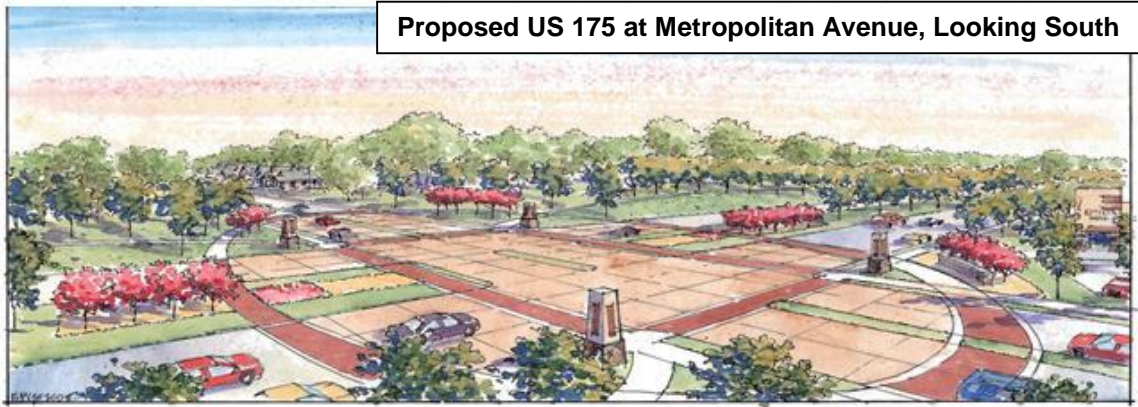
After construction of Phase 1 is completed and regional commuter traffic has been shifted onto it, the S. M. Wright Project – Phase 2 would convert the existing high speed freeway to a low speed urban thoroughfare. The Phase 2 project would eliminate a major physical barrier in the community and expand on quality of life improvements for South Dallas neighborhoods that would begin with the S. M. Wright Project – Phase 1. Exhibit 2 shows an example of the existing freeway and proposed parkway concept at a specific location. The freeway-to-parkway conversion will allow for the inclusion of numerous context sensitive design elements such as enhanced pavement to denote neighborhood gateways, landscaping, pedestrian walks and trails, and opportunities for public art.

**Exhibit 2: S. M. Wright Project – Phase 2: Before/After Diagrams**

**Existing US 175 at Metropolitan Avenue, Looking South**



**Proposed US 175 at Metropolitan Avenue, Looking South**



Source: Somebody YEAR

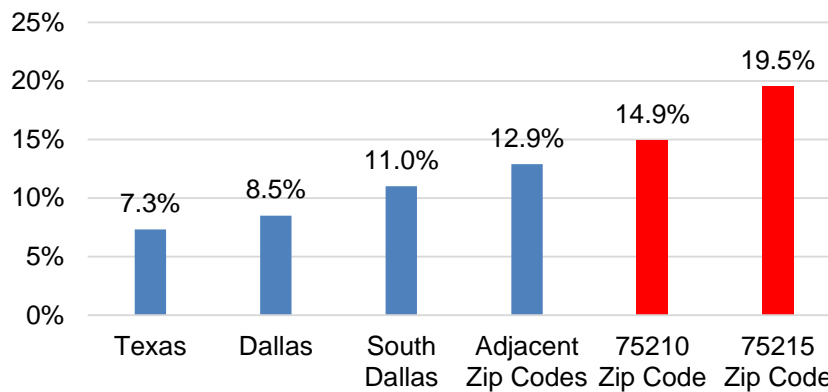


**Socio-Economic Context**

US 175 serves local, urban, and suburban travelers and is an integral component of the regional transportation network. US 175 is also a major bus route for DART. TxDOT ADT volumes for 2010 traffic counts on US 175 (C. F. Hawn Freeway and S. M. Wright Freeway) and IH 45 are approximately 82,000 and 69,000 vehicles per day, respectively. Projected 2035 traffic volumes on the two facilities are expected to increase to 166,000 for US 175 and 160,000 for IH 45. The downsized S. M. Wright Parkway is expected to carry 57,500 vehicles per day in 2035, or about 30 percent less traffic than the S. M. Wright Freeway carries today.

The project area is predominantly residential in character with commercial/light industrial facilities along Lamar Street, IH 45, and near the US 175/SH 310 interchange. The majority of single-family homes are between Lamar Street and SH 310 and to the north and south of US 175. The neighborhoods within the project area are home to both low-income and minority (environmental justice) populations and the area is economically distressed. As detailed in the draft project EA, [http://www.smwrightproject.org/PDF/Combined SM Wright EA and App 0092-01-052.pdf](http://www.smwrightproject.org/PDF/Combined_SM_Wright_EA_and_App_0092-01-052.pdf), about 82 percent of the people in the project area were Black or African American according to the 2010 Census. In addition, 13 percent of the study area population documented in the S. M. Wright Project EA were identified as Hispanic or Latino. Per capita income in the six census tracts that would be directly impacted by project construction ranged from \$12,008 to \$16,884, or between 43.0 and 60.5 percent of the \$27,915 national per capita income according to the 2007-2011 ACS. Exhibit 3 shows the unemployment rates in the zip codes (75210 and 75215) for the project area compared to other areas in Texas. Based on the low per-capita income and high unemployment rates, the project area meets the statutory definition of an economically distressed area [42 U.S.C. 3161 § 301(a)].

**Exhibit 3: Unemployment Rate in the Project Area**



Source: American Community Survey 5-year Estimates (2007-2011)

Based on 2006-2010 five-year ACS demographics, commuter traffic on US 175 earned closer to the City of Dallas worker median earnings of \$39,765 for those who drive alone and \$24,973 for carpoolers. The race and ethnicity of those who work in the City of Dallas, including those who commute on US 175 through the project area, differs considerably from the population in the project area. The overall City of Dallas workforce is about 47

percent non-Hispanic White, 29 percent Hispanic and 18 percent non-Hispanic Black or African American. The S. M. Wright Project – Phase 1 includes elements that specifically address economic justice concerns raised by the demographic differences between the primary users of US 175 and the people living in the surrounding neighborhoods.

### Targeted Transportation Challenges

This unique project addresses a major safety concern at US 175 and SH 310 and provides an opportunity to revitalize an economically distressed community in the City of Dallas. This project will completely eliminate a sharp roadway curve (almost 90 degrees) at US 175 and SH 310 by extending US 175 directly to IH 45 and thereby increase the operational safety of the interchange. US 175 is a six-lane divided, controlled-access freeway. The US 175 horizontal alignment does not meet current safety and design standards set by the FHWA. Currently, traffic traveling westbound on C. F. Hawn Freeway must slow from 55 miles per hour to 20 miles per hour to continue northbound on S. M. Wright Freeway. The same speed changes are required for traffic continuing eastbound on C. F. Hawn Freeway from southbound S. M. Wright Freeway.

Safety is the primary concern on this heavily traveled roadway. In 2008, a southbound fuel tanker on US 175 overturned at the sharp curve at SH 310, burned the overhead SH 310 bridge, and rendered the roadway system unusable for several months until the bridge could be replaced. Accident data within the project limits from year 2003 through 2012 lists 1,121 total crashes, 17 that involved fatalities. Data also shows that 300 of the 1,121 crashes (27 percent) occurred within one-mile of the sharp roadway curve this project will eliminate. The most severe accidents near the sharp US 175/SH 310 curve were attributed to driver inattention, failure to control speed, failure to drive in a single lane, and faulty evasive actions.

There are no pedestrian crossings of US 175 between Hatcher Street and Bexar Street, a distance of approximately two-thirds of a mile. Some pedestrians cross the main lanes of US 175 at the low-speed curve because it seems safer than crossing the high-speed portions of the facility. This increases the potential for harmful incidents between pedestrians and drivers.

The severe horizontal curvature at the US 175/SH 310 interchange makes vehicle operations on the facility more energy inefficient and environmentally impactful than other highways in the region. Based on travel model estimates, approximately 101,000 vehicles make through trips on US 175 each weekday in 2013. Currently, every vehicle must decelerate from 55 to 20 mph, turn, and then accelerate back to 55 mph. This wasteful deceleration/acceleration cycle leads to higher fuel and, consequently, to more vehicle exhaust emissions.

When it was originally constructed in the 1950s, the S. M. Wright Freeway cut through the fabric of pre-existing urban neighborhoods. As it operates today, the facility acts as a physical barrier for residents of those neighborhoods. In addition, during peak periods the primary users of the US 175 facility are commuters who live outside the project area and freight vehicles. The social and environmental impacts of the facility are borne,

predominantly, by residents of the neighborhoods along the S. M. Wright Freeway while the benefits are more widely distributed throughout the region.

### Challenges Addressed

By connecting the C. F. Hawn Freeway directly to IH 45, the project will eliminate the severe horizontal curvature at the intersection of SH 310 and US 175. Through trips will be served by higher-radius direct connection ramps that would be built to current design standards. This will reduce the frequency of crashes and overturning vehicles at the US 175/SH 310 interchange. It will also reduce the number of rear-end and faulty evasion collisions because vehicles will not be required to slow down for the sharp curve.

The reconfigured US 175/SH 310 intersection element of the S. M. Wright Project – Phase 1 is about halfway between the Hatcher Street and Bexar Street pedestrian crossings. The reconfigured intersection would include sidewalks to serve active transportation users. This new crossing would reduce the frequency of pedestrian injuries and fatalities on the US 175 mainlanes and facilitate safer, more direct travel routes. The eventual completion of the S. M. Wright Project – Phase 2 would allow the conversion of S. M. Wright Freeway to a low-speed, signalized arterial with intersecting crosswalks that give pedestrians safer, more frequent places to cross the roadway. This will produce a safer environment for both travelers and the surrounding community.

Removing the severe horizontal curvature would make the facility more energy efficient. Currently, every vehicle must decelerate from 55 to 20 miles per hour, turn, and then accelerate back to 55 miles per hour. This wasteful deceleration/acceleration cycle would be eliminated through the construction of the S. M. Wright Project – Phase 1.

The construction of this connection will also substantially reduce traffic volumes on S. M. Wright Freeway north of SH 310. With the S. M. Wright Project – Phase 1 in place, the major bottleneck that occurs for motorists traveling between C. F. Hawn Freeway and S. M. Wright Freeway would be eliminated. Some commuter traffic would be re-routed around the urban neighborhoods into areas that have predominantly industrial uses more appropriate for high traffic volumes, and this would enable social and environmental benefits of the project to be directed principally to the environmental justice communities of concern adjacent to the S. M. Wright Freeway.

### Alternatives Considered

The geometric deficiency of the existing US 175/SH 310 interchange limits the number of viable alternatives to the proposed project. The draft EA for the project considers only the build and no-build alternatives, as will this grant application.

## **II. Project Parties**

### **a. North Central Texas Council of Governments (Submitting Agency)**

NCTCOG is a voluntary association of cities, counties, school districts, and special districts established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG serves a 16-county metropolitan region comprised around the two urban centers of Dallas and Fort Worth. Currently, the Council has 233 members, including 16 counties, 165 cities, 23 independent school districts, and 29 special districts. The area of the region is approximately 12,800 square miles, which is larger than nine states, and the population of the region is over 6.4 million, greater than that of 35 states.

Since 1974, NCTCOG has served as the MPO for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the RTC and its technical committees, which compose the MPO policy-making structure. The department also provides technical assistance to the local governments and transportation providers of North Central Texas in planning, coordinating, and implementing transportation decisions.

### **b. City of Dallas (Partnering Entity)**

The City of Dallas is the ninth largest city in the nation with a total population of 1,241,162 according to the US Census Bureau in 2010. Dallas is the largest city in the Dallas-Fort Worth metropolitan area, accounting for one-third of the economic output, one-half of the office space and one-third of the industrial space in the region. The Dallas area is home to 46 Fortune 1000 companies and Dallas itself is home to 113 headquarter operations that each employ more than 1,000 globally. Dallas is forecast to continue adding jobs and residents at a rapid rate in the coming decades.

City Council adopted Dallas' first comprehensive plan, ForwardDallas!, in 2006. It provides a vision of a former suburban Sunbelt boom town transformed into a thriving 21st Century metropolis – a city that offers a balance of urban and suburban living and working opportunities. The vision calls for:

- An enhanced economy through balanced land use and strategic public investments
- Quality housing made more attainable
- Strong and healthy neighborhoods
- Enhanced transportation systems
- Environmental sustainability
- New development patterns

Dallas is channeling this growth into new developments and redevelopment sites in and around downtown, at transit stations and in greenfield sites near the University of

North Texas – Dallas campus and the inland port. The transit system is growing, with 43 rail stations complete or under construction.

**c. Texas Department of Transportation (Implementing Agency)**

The Texas Legislature originally established TxDOT in 1917 as the Texas Highway Department. TxDOT's workforce of more than 12,000 employees is made up of engineers, administrators, designers, architects, sign makers, accountants, purchasers, maintenance workers, travel counselors and many other professionals. Headquartered in Austin, TxDOT is made up of 21 divisions and 6 offices. This project is located in the TxDOT–Dallas District which plans, designs, builds, operates and maintains the state transportation system in the following counties: Collin, Dallas, Denton, Ellis, Kaufman, Navarro and Rockwall.

**III. Grant Funds and Sources/Uses of Project Funds**

Exhibit 4 details the funding sources of the project. Exhibit 5 details the estimated costs of the project that would be funded through this TIGER Discretionary Grant. All costs are in 2012 dollars. As noted earlier, public input identified deficiencies in the local access provided by the project. The additional ramps along IH 45 are now included to provide critical local access to these neighborhoods. The estimated cost of those ramps is \$20 million, the amount of this FY2013 TIGER Discretionary Grant request.

**Exhibit 4: S. M. Wright Project – Phase 1 Funding Sources**

Funding Source	Type	Funding Amount	Percent
State and Regional	TxDOT PE Funding	\$250,000	0.2%
State and Regional	Proposition 12 (PE/ROW)	\$13,600,000	11.2%
State and Regional	Regional Toll Revenue 121-DA1	\$1,000,000	0.8%
State and Regional	Regional Toll Revenue 121-DA2	\$49,500,000	40.7%
State and Regional	Category 2 Metro Corridor Funds (Local Match)	\$7,436,000	6.1 %
<b>Total of Non-Federal Funding Sources</b>		<b>\$71,786,000</b>	<b>59.1%</b>
Federal	Category 2 Metro Corridor Funds	\$29,744,000	24.5%
Federal	TIGER Discretionary Grant Request	\$20,000,000	16.5%
<b>Total of Federal Funding Sources</b>		<b>\$49,744,000</b>	<b>40.9%</b>
<b>TOTAL PROJECT FUNDING</b>		<b>\$121,530,000</b>	

**Exhibit 5: S. M. Wright Project – Phase 1 Cost Estimate**

Cost Category	Total Cost	Funding Source	
		Non-Federal (Percent)	Federal (Percent)
Preliminary Engineering	\$1,250,000	\$1,250,000 (100%)	
Right of Way Acquisition	\$9,700,000	\$9,700,000 (100%)	
Utilities	\$3,100,000	\$3,100,000 (100%)	
Construction Engineering	\$6,480,000	\$1,296,000 (20.0%)	\$5,184,000 (80.0%)
Construction	\$101,000,000	\$56,440,000 (55.9%)	\$44,560,000 (44.1%)
<b>TOTAL PROJECT COST</b>	<b>\$121,530,000</b>	<b>\$71,786,000 (59.1%)</b>	<b>\$49,744,000 (40.9%)</b>

#### IV. Selection Criteria

The following sections illustrate that the project aligns with each of the primary and secondary selection criteria. All costs and benefits are reported in constant 2012 dollars.

##### a. Long-Term Outcomes

A key component of the project benefit-cost analysis (BCA) was an early identification of a wide range of potential direct and indirect benefits associated with this project, whether those benefits are subjective or objective in their nature. The following table, Exhibit 6, provides a snapshot of these project benefits and how they each relate to the six long-term outcomes as requested by the US Department of Transportation.

**Exhibit 6: Identification of Project Benefits**

Primary Selection Category	Projected Benefit
State of Good Repair	<b>Reduces frequency of structure-compromising crashes</b>
	<b>Lowers maintenance costs</b>
	Reduces frequency of construction and repair
	Extends pavement life
Economic Competitiveness	Supports Regional Job Opportunity Pilot Program
	<b>Reduces roadway and freight operating costs</b>
	Promotes travel time savings
	Reduces freight shipping costs
	Creates economic development opportunities
	Enhances access to downtown Dallas
	<b>Fuel savings for roadway users, including freight</b>
	Creates construction jobs due to project (short term)
Supports long-term job creation	
Livability	Promotes alternate modes of travel
	Impacts land use changes
	Increases local accessibility and creates alternate routes
	<b>Reduces congestion on the roadway system</b>
Environmental Sustainability	Shifts air quality and noise impacts to non-residential areas
	Increases reliability of system
	Reduces both recurring and nonrecurring congestion
	<b>Air quality benefits through reduced emissions (NO<sub>x</sub>/VOC/CO<sub>2</sub>)</b>
Safety	<b>Reduces costs from crashes, including injuries and fatalities</b>
	Improves US 175/SH 310 to conform to current safety standards
Project Readiness	Demonstrates the technical feasibility of the project
	Demonstrates the financial feasibility of the project
	Shows that the project schedule meets the statutory guidelines
	Assesses the potential risks and proposes risk mitigation strategies

NOTE: The BCA quantifies the benefits for the items listed in **bold**.

**i. State of Good Repair**

In FY 2009, TxDOT spent \$680,340 maintaining the S. M. Wright Freeway. Approximately \$510,000 of this amount was spent replacing the SH 310 bridge over US 175 that had been destroyed by an overturned tanker at the sharp curve. The risk of future accidents of a similar magnitude will continue as long as the outdated curve geometry is not corrected. Therefore the lifecycle costs will continue to escalate. The \$510,000 cost of replacing the bridge due to a major crash in the year 2027 under the no-build alternative was included in the BCA.

TxDOT's PMIS report for S. M. Wright Freeway indicate that over a recent three-year period (2007-2009) the distress, ride, and condition scores for the roadway have decreased from a condition score of 90.67 to a score of 74.75. These PMIS scores indicate that even if the pavement is in an acceptable condition, TxDOT maintenance expenditures are not keeping up with the rate of deterioration. TxDOT's goal is to maintain a PMIS condition score of 70 or better. The project design and bridges are based on a 40-year life-cycle. The pavement is based on a 30-year design. A 20 percent reduction in the \$170,000 annual maintenance costs compared to a no-build alternative due to fewer crashes and modern design improvements was included in the BCA.

US 175 was built in the 1950's and the pavement and structures are reaching the end of their design life. Replacing the outdated interchange and updating the facility to meet current design and safety standards will require minimum maintenance expense for decades after the new facility is constructed. The new roadway would be compatible with current maintenance practices, affording safe and efficient maintenance operations as required by law for the use of Federal highway funds, thus reducing life-cycle costs.

The condition of US 175 is not conducive to economic growth or revitalization. This project, in conjunction with other projects proposed by the City of Dallas and the community such as land use planning and flood control improvements, is intended to spur economic development in the project area. Without the project, economic growth would be less likely to occur because developers have little incentive to develop along the community's deteriorating infrastructure. Improved infrastructure can spur development and therefore lessen infrastructure maintenance (lifecycle) costs.

**ii. Economic Competitiveness**

This project will increase economic competitiveness of the United States over the medium and long-term by increasing accessibility and creating jobs in an economically distressed area. There are direct economic competitiveness benefits to those who use the US 175 facility including reduced operating costs, travel time savings, and fuel savings. Indirect benefits of the project include reduced freight shipping costs, additional travel time savings, new economic development opportunities, and enhanced access to and from downtown Dallas. The Regional Job Opportunity Pilot Program (see Section IV.c – Innovation for a full description)

is an effort to leverage short-term construction jobs on the project into long-term careers for economically disadvantaged workers in the project area.

The elimination of the sharp curve on US 175 would reduce roadway and freight operating costs. After the project is completed, all through vehicles will be able to maintain a speed of 55 miles per hour through the connections to and from IH 45. The monetized fuel savings benefit from the removal of the sharp curve is included in the BCA.

Fuel savings from reduced idling would also improve the productivity of the regional transportation system. Removing the major bottleneck at the sharp turn and providing improved connectivity would benefit transportation system users by reducing the amount of fuel wasted during congestion-related delays. These fuel savings benefits have also been monetized as part of the BCA.

This project would lead to travel time savings by removing a bottleneck and a low-speed curve from the regional transportation network. Reductions in travel time directly benefit transportation system users by allowing them to use that time for other purposes. In addition, the proposed project would contribute to a reduction of freight shipping costs because of increased reliability and transportation network efficiency resulting from reduced congestion. These benefits are difficult to distinguish from other roadway performance measures at a regional level, so to avoid double-counting they were assumed to be part of the congestion delay benefit calculated in Section IV.a.iii – Livability.

As with all infrastructure improvements, this project would create construction jobs in the short-term. Based on the Council of Economic Advisers' (CEA), September 2011 determination that a job-year is created by every \$76,900 in transportation infrastructure spending, this \$121 million dollar project (including the requested \$20 million TIGER Grant funds) would generate approximately 1,573 job-years. This number is inclusive of onsite jobs and additional employment in other industries due to the multiplier effect. Benefits from short-term job creation were not included in the BCA, because some or all of these benefits would have to be considered transfer benefits.

The S. M. Wright Project – Phase 1 enhances access to and from the Dallas CBD. The project is located only two miles south of the Dallas CBD and will improve connections to major employment centers such as the CBD, Uptown, the Medical/Market Center, and various residential locations. In addition, the strategic location of the project is proximate to commercial airports such as Dallas Love Field Airport and Dallas Executive (Red Bird) Airport.

The project will provide residents the opportunity to acquire highway construction skill-sets and ultimately living-wage jobs. As previously stated, the current condition of US 175 is not conducive to economic growth or revitalization. This project, in conjunction with other projects proposed by the City of Dallas and the



community such as land use planning and flood control improvements, is intended to spur economic development in the project area. In addition, the Regional Job Opportunity Pilot Program (see Section IV.c – Innovation) is an effort to leverage short-term construction jobs on the project into long-term careers for economically disadvantaged workers in the project area.

### **iii. Livability**

This project promotes the livability of adjacent neighborhoods by placing priority on enhancing community character, cohesion, social interaction, safety, economic prosperity, and general quality of life. Among the ways this project impacts community livability are promoting alternate modes of travel, impacting land use changes, increasing local accessibility, creating alternate routes, and reducing congestion on the roadway system.

As described earlier, the S. M. Wright Project – Phase 1 creates a more efficient way for motorists traveling to and from communities in South Dallas, southern Dallas County, and better access to major employment centers such as the Dallas CBD and the Medical/Market Center. The new direct connection will also create alternate routes for local and regional travel. Emergency response times will likely improve with the mobility enhancements planned for both the C. F. Hawn and S. M. Wright corridors.

The new design will also provide a safer, more reliable route for DART buses. The community immediately surrounding the project is one of the most transit dependent areas of Dallas. According to 2010 Census data, over 15 percent of the population is over 64, nearly 60 percent are disabled, and almost 37 percent of the households have no vehicles. The use of public transit is 360 percent more than that of the City of Dallas as a whole. The current design of US 175 is outdated and does not comply with the Americans with Disabilities Act requirements, which is a major concern due to the significant population of disabled residents. The design will also increase bicycle/pedestrian safety near the US 175/SH 310 interchange.

Under the no build condition, US 175 would continue to divide the community, and the associated disproportionately negative social effects would persist. The quality of life, walkability, and safety of the community would not be improved in the economically distressed area. While the proposed Phase 1 project would have only minimal impacts to land development patterns in the study area, it would set the stage for the major land use benefits that would accompany Phase 2 of the project.

Based on travel modeling, the proposed project reduces vehicle hours of congestion delay which directly relates to livability. Reductions in congestion delay directly benefit transportation system users by allowing them to use that time for other purposes. This benefits the drivers and transit-passengers who use the facility directly and those who experience less congestion due to the larger

transportation network effects. The monetized value of the congestion delay reduction benefit is included in the BCA.

Enhanced local accessibility would also result from the new access ramps on IH 45 that would be built in the S. M. Wright Project – Phase 1 project. These benefits are difficult to extricate from other roadway performance measures at a regional level, so to avoid double-counting they were assumed to be part of the time savings and congestion delay benefits calculated for other measures.

#### **iv. Environmental Sustainability**

The project will improve energy efficiency, lessen dependence on oil, and reduce greenhouse gas emissions. The project would create health benefits associated with shifting air quality and noise impacts to non-residential areas. Other benefits include increasing reliability and efficiency of the transportation system, reducing both recurring and nonrecurring congestion, and improved air quality associated with reduced vehicle emissions.

The project would transition much of the through traffic on S. M. Wright Freeway to IH 45. The expected 30 percent reduction in traffic volumes on S. M. Wright Freeway would reduce the volume of vehicle exhaust released along the corridor. There would also be some reduction in traffic noise because vehicles would no longer have to brake and then accelerate through the sharp curve. The land use along the IH 45 corridor is predominantly light industrial, so there would be fewer health impacts from the emissions and noise. These benefits were not quantified in the BCA because no reliable methodology was available to estimate their impact.

Based on traffic modeling to analyze the build and no-build alternatives, the proposed project would reduce regional greenhouse gas emissions. The MOVES model provides estimates for three types of emissions: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOC), and carbon dioxide (CO<sub>2</sub>). Because the project is within a non-attainment area for ozone, the air quality benefits of the project are particularly important to the region. The monetized value of these benefits is included in the BCA.

Enhanced transportation system reliability and efficiency would result from the removal of “dead man’s curve,” which is a major bottleneck in the regional transportation network. The environmental benefits are difficult to differentiate from other roadway performance measures at a regional level, so to avoid double-counting they were assumed to be part of the emissions reduction benefits of the project.

#### **v. Safety**

Safety is the primary concern on this heavily traveled roadway. This project will completely eliminate a sharp roadway curve (almost 90 degrees) at US 175 and SH 310 by extending US 175 to IH 45 and thereby increase the operational safety

of the interchange. In addition, the horizontal alignment would be brought into conformity with current safety and design standards. These improvements would also increase the safety of pedestrians and bicycle users who need to cross US 175 near the SH 310 interchange.

The current US 175 horizontal alignment does not meet current safety and design standards set by TxDOT and FHWA. As noted earlier, accident data over the past nine years (2003 to 2012) lists 1,121 total crashes (125 per year) on the 5 total miles of US 175 and IH 45 within the project limits. In that same period there were 19 tragic fatalities (more than two every year) and 564 people were injured. 300 of the 1,121 crashes (27 percent) occurred within one-half of a mile from “dead man’s curve.” By connecting the C. F. Hawn Freeway directly to IH 45, the project will eliminate the severe horizontal curvature at the intersection of SH 310 and US 175, substantially lowering the frequency of crashes and overturned vehicles. The reduction in crashes through the reconfiguration of the US 175/SH 310 interchange would yield extensive economic benefits as shown in the BCA.

As previously stated, due to a lack of pedestrian crossings of US 175 between Hatcher Street and Bexar Street some pedestrians cross the main lanes of US 175 at the low-speed curve. This creates dangerous conflict-points for both pedestrians and drivers. The S. M. Wright Project – Phase 1 reconfigures the US 175/SH 310 intersection and locates it halfway between the Hatcher Street and Bexar Street pedestrian crossings. The reconfigured intersection will include sidewalks to serve active transportation users. This new crossing will reduce the frequency of pedestrian injuries and fatalities on the US 175 main lanes and facilitate safer, more direct travel routes. To avoid double-counting, the safety improvements for non-motorized users are assumed to be included in the overall crash reduction benefit.

## **vi. Project Readiness**

### **a) Technical Feasibility**

The project requires the construction of two 3-lane high speed direct connections with a two-level interchange at US 175/SH 310. In addition, it requires reconstruction of IH 45 to accommodate the new US 175 direct connection ramps and additional local access ramps. The designs generally adhere to FHWA and TxDOT design standards, though some design exceptions may be requested based on the preliminary design schematics. The designs are technically feasible and the project does not include any unusual design elements. In addition to standard construction techniques, innovative clean construction techniques and green concrete would be used (see Section IV.c – Innovation). The innovative elements would not pose any technical challenges.

**b) Financial Feasibility**

Funds to fully implement the project were identified and allocated before the end of 2012. During the January 2013 Public Hearing for the EA, public input identified deficiencies in the local access provided by the project. In response, additional ramps along IH 45 to provide critical local access and to enhance the potential for economic development for this economically distressed community are now included. The estimated cost of those ramps is \$20 million, the amount of this FY 2013 TIGER Discretionary Grant request. The City of Dallas, TxDOT, and NCTCOG have spent almost \$13 million in funds to develop the design and conduct environmental studies for the project. Funding for right-of-way acquisition and the remainder of construction has been identified through a combination of local, state, and federal sources. The receipt of TIGER funds would complete a larger, committed funding package to build the project.

NCTCOG currently manages federal as well as state-administered grants that are in various stages of development, implementation, and closeout. In fiscal year 2008, NCTCOG facilitated expenditures of \$4.8 million from various multi-year grants including awards from the Department of Energy, Environmental Protection Agency, Federal Transit Administration, Federal Aviation Administration, US Department of Housing and Urban Development, Department of Labor, and the Department of Defense. Also in fiscal year 2008, NCTCOG facilitated expenditures of \$113.7 million from various state-administered grants including awards from the Texas Commission on Environmental Quality, Texas Department of Health, Texas State Energy Conservation Office, and TxDOT. The NCTCOG Transportation Department employs 18 fiscal and grant professionals who provide financial, legal and compliance support for projects funded from various grants.

No adverse audit findings from standards used by states, local governments, and non-profit organizations expending federal awards (Circular A-133) have been determined at this time. NCTCOG has not been required to comply with special “high risk” terms and conditions under agency regulations in the implementation of consistency and uniformity in the management of grants and cooperative agreements with state, local, and federally-recognized Indian tribal governments (OMB Circular A-102).

c) Project Schedule

Exhibit 7 Project Schedule

S. M. Wright Project Implementation Phases	Meets Federal, State, & Local requirements by 06-30-14																															
	2012				2013				2014				2015				2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Activities</b>	Comments:																															
<b>Pre-Construction Activities</b>																																
Planning Requirements STIP Listings Phase 1 Phase 2 IH 45 Improvements Jobs Opportunity Program	013-2016 TIP, Approved 11.01.12 TIP Feb 2013 Rev Cycle TIP Code: 20209 TIP Code: 20062 TIP Code: 11266 TIP Code:																															
Environmental Clearance – NEPA	Clr																															
HAZMAT Clearance – Phase 1	FY 13, \$8.6M, Prop 12 Clr																															
<b>Design</b>																																
PS & E Phase 1	[Shaded]																															
PS & E Phase 2	[Shaded]																															
<b>Right of Way</b>																																
Phase 1	FY 13, \$8.6M, Prop 12 Funds for HazMat/ROW																															
Phase 2	No ROW expected																															
<b>Construction</b>																																
<b>Phase 1 Schedule</b>	(TIGER Funded) Let																															
Utility Relocation	FY 13, \$2.1M, Prop 12; FY 13, \$1.1M, Prop 12, RTR No Utilities expected																															
Demolition & Grading	FY 14, \$66.7M, Cat 2 & RTR 121-DA2; FY 13 \$20.7M; Cat 2 & RTR \$20M TIGER																															
Structures	[Shaded]																															
Paving	[Shaded]																															
<b>Phase 1 Project Construction Jobs</b>	234 390 468 546 546 546 546 546 494 390																															
<b>Phase 2 Schedule</b>	(Not TIGER Funded) Let																															
Utility Relocation	FY15, \$4.9M, RTR																															
Demolition & Grading	[Shaded]																															
Structures	FY 17, \$41.7M, Cat 2																															
Paving	[Shaded]																															

d) Assessment of Project Risks and Mitigation Strategies

Exhibit 8 Project Risks and Mitigation Strategies

S. M. Wright Project – Phase 1 Milestones	Achieved or Pending – clarification	Financial Commitment	Evidence that Milestone will be completed by June 30,2014	Risk	Risk Mitigation
<b>Pre-Construction Activities</b>					
TIP/STIP Listing	Achieved		Highway Projects included in 2013-2016 TIP, Jobs Program included/ approved in Feb 2013 STIP Revision Cycle		
Environmental Clearance, Final Environmental Assessment, and Receipt of FONSI	Pending – expected by 4th Quarter 2013	To address concerns raised at the Jan 2013 Public Hearing, additional construction funds for Phase 1 will be needed (anticipated \$20M TIGER V funds).	Link to SM Wright Draft FEA: <a href="http://www.smwrightproject.org/PDF/Combined_SM_Wright_EA_and_App_0092-01-052.pdf">http://www.smwrightproject.org/PDF/Combined_SM_Wright_EA_and_App_0092-01-052.pdf</a>  Status – Resolution of final public concerns with IH 45 access anticipated following June 27, 2013 Public Hearing, public comment period expires July 8 <sup>th</sup> .  EA Percent Complete - 100% Schematic Percent Complete - 100%	Known /potential obstacles:  4(f) – DISD and FHWA seem to be in agreement with the acquisition of the DISD property as a De Minimis Impact Finding. It is anticipated this will be confirmed by July 8 <sup>th</sup> .	TxDOT District leadership is conducting intensive public involvement to ensure concerns are addressed. Extensive conversations have occurred with US Representative Eddie Bernice Johnson and Texas Senator Royce West to confirm their satisfaction with the proposed IH 45 access solution.  Both FHWA and TxDOT staffs are coordinating efforts and concurrent reviews to secure environmental clearance by the end of calendar year 2013.
Hazardous Materials Assessment & Clearance	Pending – expected by 3rd Quarter 2014	Hazardous material remediation and ROW costs fully funded at \$8.6 million City of Dallas and RTC funding ILA, April 2012 Assigned Prop 12 funds - \$8.6M	Phase 1 assessment and determination of needed mitigation, contingent upon environmental clearance	Known /potential obstacles: Unexpected contaminants either identified and/or in evidence in unexpected concentrations or locations.	Work may begin at the north end of the project, so project letting, e.g., construction start, will not be delayed.
<b>Design</b> Modifications to IH 45 Access Ramps	Pending – 100% expected by 3rd Quarter 2014		Project's Previous Interstate Access Justification Report approved Date: 07-11-12	Known /potential obstacles: IH 45 access modifications may require FHWA approval	Initial discussions with TxDOT Design division and FHWA have indicated, only an update to the previous submittal may be needed.
<b>Right of Way Acquisition</b>	Pending – expected by 3rd Quarter 2014	Hazardous material remediation and ROW costs fully funded at \$8.6 million City of Dallas and RTC funding ILA, April 2012 Assigned Prop 12 funds -\$8.6M	Approximate ROW expenditures to date: \$1.3 million	Known /potential obstacles: Final acquisition contingent on receipt of Hazardous materials clearance.	Work may begin at the north end of the project, so project letting will not be delayed.
<b>Construction Activities</b>					
Project Funding	Achieved, except \$20M shortfall	Almost 60% of Phase 1 funding utilizes local dollars. Current Phase 1 Funding Shares: Federal: 41% - \$47.9M State / Local: 59% - \$71.8M		Known /potential obstacles: None identified	
Utility Relocations	Pending – expected by 4 <sup>th</sup> Quarter 2014			Known /potential obstacles: None identified	
General Construction	Pending – expected by 3 <sup>rd</sup> Quarter 2014			Known /potential obstacles: None identified	

## **b. Innovation**

The proposed project would include three innovative elements to pursue the long-term outcomes outlined in the selection criteria. The City of Dallas and NCTCOG plan to use the S. M. Wright Project – Phase 1 as a pilot project for a jobs training program to help disadvantaged workers in the project area learn skills and find work in the construction industry. Also, the project would be implemented using clean construction techniques and utilize green concrete to increase environmental sustainability.

### Regional Jobs Opportunity Pilot Program

The project's location is distinctive in that it is in an economically distressed area, as well as within a predominantly African-American community and the Colonial Hill Historic District. In an effort to specifically target job creation in disadvantaged neighborhoods, the RTC, the policy board of the MPO, allocated funding in January 2013 to support a Regional Jobs Opportunity Pilot Program (RJOPP). As provided for in the RTC's action, the S. M. Wright – Phase 1 project would launch the RJOPP. The program's goal is twofold:

- i) to increase minority contractors' competitive effectiveness for highway construction jobs through more effective mentoring/training; and
- ii) to address the issue of unemployment and under-employment by recruiting/training area residents in various highway construction job categories to be employable on transportation construction jobs.

Given the project's unique location, the project area has been the subject of both regional and local planning studies by diverse interest groups concerned with land-use planning and economic development. At the regional level, the *Balanced Vision Plan for the Trinity Corridor* is a conceptual master plan developed by the City of Dallas in 2003 for extensive development of recreational facilities and flood control. The *South Dallas/Fair Park Economic Development Corridor Plan* identified eleven "project opportunity areas" that would help spur local revitalization efforts; four of these commercial nodes for redevelopment are within the project corridor. The S. M. Wright Project – Phase 1 and the RJOPP are both consistent with the City of Dallas' Growth South initiative and work toward the redevelopment of South Dallas. The projects encourage the creation of public-private partnerships that generate and sustain jobs.

A successful jobs program at the regional level requires the integration of a broad spectrum of expertise from governmental and non-governmental entities. The FHWA and TxDOT Offices of Civil Rights will be consulted as the final structure of the program is developed. Currently, the participating governmental agencies comprise: the City of Dallas, TxDOT - Dallas District, Workforce Solutions Dallas, and the North Central Texas Council of Governments; private entities include: Association of General Contractors Texas, Literacy Instruction for Texas (LIFT), CitySquare (a community based organization), and Cornerstone Baptist Church.

For the job categories identified below, all participants will participate in a jobs program leading to certification. As this program was jointly developed by the Associated

General Contractors of Texas and TxDOT, successful trainees will complete the program with a Journeyman skill-set recognized by highway contractors throughout the state. Training/certification will be focused on those job categories which will be utilized for the majority of a project's life, and will exclude seasonal or phase-dependent jobs. These jobs include, but are not limited to, concrete finishers, form setters, reinforcing steel workers, and pipe layers. Placing area residents in these jobs is expected to rapidly stimulate economic activity in South Dallas. Based upon Texas Counties wage rate zones, as well as wage rates for Dallas County (as of January 6, 2012), wages for program participants would range between approximately \$11.01/hour and \$17.68/hour.

Enhanced mentoring and training opportunities for MWSBE contractors in approved seminars such as the Bonding Education Program (see link: [http://osdbu.dot.gov/bap/bep\\_main.cfm](http://osdbu.dot.gov/bap/bep_main.cfm)) may be funded through the RJOPP. In addition, these mentoring/training opportunities will be coordinated with TxDOT's and the NTTA Cooperative Inclusion Plan (see link: <https://www.ntta.org/procurement/busdiv/programs/Pages/Cooperative-Inclusion-plan.aspx>). By developing and hosting a curriculum of seminars and through intensified mentoring efforts for MWSBE contractors, success rates at winning TxDOT highway construction contracts are anticipated to escalate.

During the next three years, the total amount of construction for other TxDOT projects in close proximity to South Dallas amount to \$1.7 billion. Approximately \$8.3 billion dollars are projected to go to construction within the TxDOT–Dallas District during the same timeframe. This will provide ample opportunity for RJOPP trainees to secure a living-wage. The multi-billion dollar investment in highway construction projects, with construction taking three to five years or more, will allow program participants to create a track-record of success. In addition, the RJOPP will train workers who will be in a position to take over for the approximately 30 to 40 percent of the current workforce of skilled highway construction workers who (according to BLS estimates) will be eligible for retirement in the next 5 to 10 years.

In conclusion, the award of a \$20 million TIGER grant will complement on-going regional efforts to provide the unemployed and under-employed disadvantaged residents with marketable job skills to earn a living wage.

#### Clean Construction Techniques

As the MPO of an ozone nonattainment area, the NCTCOG Transportation Department works to develop air quality control strategies that reduce emissions of criteria pollutants associated with ozone formation, specifically NO<sub>x</sub>. Through recent years, NCTCOG staff has been investigating potential strategies to address emissions from construction equipment, which contributes approximately eight percent of ozone-forming NO<sub>x</sub> emissions in North Central Texas, according to preliminary modeling conducted by TCEQ. Staff has determined that contract specifications which include emissions-related requirements on public works or other construction projects may be one of the more promising strategies to reduce emissions.



The negative impacts associated with diesel pollution from construction equipment utilized in roadway projects have been recognized at the federal level. Though it was not passed, the Clean Construction Act of 2011 focused on reducing particulate matter (PM) emissions from construction equipment. The NCTCOG Clean Construction Specification is similar in nature to this legislation. However, rather than PM, the local requirements target reductions in NO<sub>x</sub>, which is the primary determinant of ozone formation in the Dallas-Fort Worth ozone nonattainment area. To set a regional example, take a leadership role, and increase sustainability benefits of this project, NCTCOG will incorporate a Clean Construction Specification on this project. The Clean Construction Specification will help mitigate emissions associated with construction equipment utilized during the construction phase of this project. The specification will require use of construction equipment which meets Tier 2 or better emissions standards, with certain exemptions for situations where such equipment is not practicable (e.g. equipment which is seldom used, equipment brought on-site in an emergency situation). Operational requirements, such as idling limitations, will also be in place. Up to one percent of the total project cost may be utilized to help offset additional project expenses associated with contractors' compliance with this requirement.

#### Green Concrete

In October 2006, The North Texas Clean Air Steering Committee (NTCASC), a committee of the NCTCOG Executive Board, passed a resolution requesting that local governments in the nonattainment area give special consideration to purchasing cement sourced from cement kilns which meet lowest emissions levels. This measure was passed as another strategy to work toward reducing ozone-forming emissions, specifically NO<sub>x</sub>. During construction of this project, NCTCOG will also include a requirement that all cement used in the project be sourced from a kiln which meets an emission rate of 1.7 pounds of NO<sub>x</sub> per ton of clinker or less. This requirement will ensure that cement is sourced from a kiln which is using a lower-emitting production process compared to industry counterparts.

### **c. Partnership**

The S. M. Wright Project – Phase 1 project demonstrates a strong commitment to collaboration with a broad range of participants, including integration between transportation planning, implementation, and other public service efforts.

#### **i. Jurisdictional and Stakeholder Collaboration**

The public consensus to extend C. F. Hawn Freeway to IH 45 and downsize S. M. Wright Freeway was achieved through a five-year joint study by the City of Dallas, community stakeholders, and TxDOT. The residents and neighborhood leaders in this area have been very active in community development and revitalization. The master plan for S. M. Wright Freeway produced for the City of Dallas study is available at: <http://www.nctcog.org/trans/tip/private/175concept.pdf>. This master plan outlines how the conversion of S. M. Wright to an arterial and subsequent surplus right-of-way can provide community benefits by:

- Eliminating the segregating roadway and overhead bridges
- Buffering the road from adjacent neighborhoods through landscaping
- Installing a pedestrian/bike trail
- Doubling the size of an adjacent city park (Kimble Park)
- Expanding parking at an adjacent retirement home

This project has and will continue to have strong support from elected officials, the City of Dallas, and the community. The connection of US 175 to IH 45 and the reconstruction of S. M. Wright Freeway as an arterial are supported by the City of Dallas *Trinity River Corridor Comprehensive Land Use Plan*, March 2005. The S. M. Wright Project – Phase 1 can help the city and community redevelopment goals to revitalize this area by opening up areas (such as the South Lamar Industrial District) to a new generation of development opportunities.

#### **ii. Disciplinary Integration**

The city and community are looking forward to the neighborhood rejuvenation, improved quality of life, and safety-related opportunities provided by both the proposed S. M. Wright Project – Phase 1 and the freeway-to-parkway conversion in S. M. Wright Project – Phase 2. They feel this new, highly anticipated project will benefit existing residents, in the form of job creation, business opportunities, retail availability, and enhanced neighborhood character.

The Regional Jobs Opportunity Pilot Program (RJOPP) (see Section IV.c – Innovation) represents an integrated effort between multiple disciplines. Public sector participants include: the City of Dallas, TxDOT - Dallas District, Workforce Solutions Dallas, and the North Central Texas Council of Governments. The participating private entities include: Association of General Contractors Texas, Literacy Instruction for Texas (LIFT), CitySquare (a community based organization), and Cornerstone Baptist Church.

#### d. Results of Benefit-Cost Analysis

The benefits described in previous sections were monetized in the BCA Appendix. The benefits of the project documented in the BCA are shown in Exhibit 9. The net present value of the S. M. Wright Project – Phase 1 is shown in Exhibit 10. Applied to a total project cost of \$121.5 million, a substantial net benefit is achieved for both discounting scenarios. Based on a project life of 30 years, the overall effect of this transportation investment will result in a positive **lifetime net benefit of \$295.8 million** at three percent and **\$84.6 million** at seven percent, after netting out the cost of the project. The calculations used to determine these totals are discussed in more detail in the BCA.

**Exhibit 9: Total Project Benefits**

Benefit Category	Benefits	Benefits
	7% Discount Rate	3%Discount Rate
Maintenance Savings	\$561,814	\$996,154
Fuel Savings	\$20,232,433	\$44,898,855
Time Savings	\$151,830,772	\$334,987,502
Crash Reduction	\$9,706,313	\$22,548,218
Reduced NOX/VOC Emissions	\$148,641	\$298,695
Reduced CO2 Emissions	Not Applicable	\$4,995,179

**Exhibit 10: Net Project Benefits**

Discount Rate	Net Present Value of Non-CO <sub>2</sub> Benefits	Net Present Value of CO <sub>2</sub> Benefits	Net Present Value of Total Benefits	Rounded Net Present Value of Total Benefits	Return on Investment
7 Percent	\$79,654,635	N/A	\$84,649,815	\$84.6 million	70 percent
3 Percent	\$290,812,831	\$4,995,179	\$295,808,010	\$295.8 million	243 percent

The overall net effect of this transportation investment will result in a positive **lifetime return on investment of 243 percent** (\$295.8 million/\$121.5 million) and **70 percent** (\$84.6 million/\$121.5 million), after discounting at three percent and seven percent, respectively. The results of this BCA clearly indicate that this project will provide a lifetime of benefits to the region and will substantially improve the quality of life for its residents.

The BCA used conservative estimates of the benefits of the project to avoid double-counting. The documented benefits do not include many benefits to the community and to the nation stemming from the project due to the difficulty of developing specific quantitative methods to estimate them. In addition to the benefits documented in the BCA, the project would provide benefits that can only be estimated qualitatively. Those benefits include reduced traffic noise and emissions in the neighborhoods along S. M. Wright Freeway as some commuter traffic is routed directly to IH 45.

**e. Performance Monitoring**

Based on the primary and secondary criteria presented in this application, Exhibit 11 lists performance measures for evaluating the success of this project.

**Exhibit 11: Performance Monitoring**

	<b>Short-Term (2 to 5 years) Performance Measure</b>	<b>Long-Term (5 to 40 years) Performance Measure</b>
<b>Primary Selection Criteria</b>		
State of Good Repair	<ul style="list-style-type: none"> <li>• PMIS rating above 70</li> <li>• Lower maintenance costs</li> </ul>	<ul style="list-style-type: none"> <li>• PMIS rating above 70</li> <li>• Lower maintenance costs</li> </ul>
Economic Competitiveness	<ul style="list-style-type: none"> <li>• Decrease in unemployment in the region and project area during construction</li> </ul>	Within the project area: <ul style="list-style-type: none"> <li>• Increased median income compared to 2010 census data</li> <li>• Decrease in the poverty rate</li> <li>• Lower unemployment rate compared to 2009</li> </ul>
Livability	<ul style="list-style-type: none"> <li>• Stabilization of the community conditions and character</li> <li>• Increased accessibility of disabled persons and pedestrians</li> <li>• Traffic calming</li> </ul>	<ul style="list-style-type: none"> <li>• Increased community retail and commercial development</li> <li>• Increased community cohesion</li> <li>• Increased community pride and character</li> <li>• Traffic calming</li> </ul>
Environmental Sustainability	<ul style="list-style-type: none"> <li>• Decreased traffic delay, fuel consumption, CO<sub>2</sub> emissions</li> <li>• Increased travel speeds</li> </ul>	<ul style="list-style-type: none"> <li>• Decreased traffic delay, fuel consumption, CO<sub>2</sub> emissions</li> <li>• Increased travel speeds</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Decrease in the number and severity of accidents</li> <li>• Decrease in the number of fatalities</li> </ul>	<ul style="list-style-type: none"> <li>• Decrease in the number and severity of accidents</li> <li>• Decrease in the number of fatalities</li> </ul>
Project Readiness	<ul style="list-style-type: none"> <li>• Timely environmental clearance, right of way acquisition, permitting, letting, and construction of project</li> </ul>	
<b>Secondary Selection Criteria</b>		
Innovation	<ul style="list-style-type: none"> <li>• Job training/placement through the RJOPP program</li> <li>• Use of Clean Construction Techniques during construction</li> <li>• Use of Green Concrete in structures</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation of the master plan for S. M. Wright Freeway</li> </ul>
Partnership	<ul style="list-style-type: none"> <li>• Elimination of a major barrier that divides a community</li> <li>• Continued partnership in the redevelopment of the area</li> </ul>	<ul style="list-style-type: none"> <li>• Continued partnership in the redevelopment of the area</li> </ul>

## **V. Planning Approvals, NEPA, and other Environmental Reviews/Approvals**

### **a. NEPA Status**

The EA for the S. M. Wright Project, which includes both the Phase 1 and Phase 2 improvements, is currently in the final stages of the NEPA process.

Status of NEPA Process: Draft EA was approved for public release on December 27, 2012. The Public Hearing for the EA was conducted on January 31, 2013. Due to minor project definition revisions associated with the addition of one access ramp, a second Public Hearing for the S. M. Wright Project is scheduled for June 27, 2013.

Additional information can be found at project website:

<http://www.smwrightproject.org/>

Anticipated Environmental Clearance: A Finding of No Significant Impact (FONSI) is scheduled for issuance by FHWA during third quarter of calendar year 2013.

The FHWA Texas Division Office has federal oversight authority on the project. The timeline for environmental clearance is based on recent and ongoing communication with Ms. Anita Wilson, Urban Programs Engineer, (512) 536-5951, [Anita.Wilson@dot.gov](mailto:Anita.Wilson@dot.gov).

#### Description of Needed Federal Actions

The project requires environmental and design approval from the FHWA, including completion of an Interstate Access Justification (IAJ) Report. It is also anticipated that a Section 404 permit will be required. For this project, permanent losses to Waters of the US will be below 0.10 acre per location. A US Army Corps of Engineers (USACE) Nationwide Permit #14 (Linear Transportation Projects) will be assumed, as will a Section 401 from TCEQ. Because there are no navigable waters associated with this project, neither a US Coast Guard Section 9 Permit nor a USACE Section 10 Permit will be required. Based on the newly added access ramps, a Section 4(f) permit will also be needed for the project. As these permits and certifications are typically required for many highway projects, and as TxDOT is well-experienced in securing them, no difficulties are foreseen in obtaining them.

### **b. Legislative Approvals**

Legislative approvals are not required for this project. The Texas Legislature has allocated Proposition 12 funds to this project in the amount of \$13.6 million.

### **c. State and Local Planning**

#### Local Planning

This project is the result of a collaborative planning effort of the City of Dallas, Dallas County, TxDOT, and NCTCOG. The connection of US 175 to IH 45 and the

reconstruction of S. M. Wright Freeway as an arterial are included in the City of Dallas *Trinity River Corridor Comprehensive Land Use Plan*, March 2005.

#### TIP/STIP Status

The US 175 (S. M. Wright Freeway) project is included in Chapter VII (page VII-69) of *2013-2016 Transportation Improvement Program for North Central Texas* [MPO Project ID Code 20209]. The IH 45 improvements are also listed in Chapter VII (page VII-58) of *2013-2016 Transportation Improvement Program for North Central Texas* [MPO Project ID Code 11266]. The additional \$20 million in construction costs that would be funded through the FY2013 TIGER Grant are not reflected in the current TIP listings, but will be included in the next TIP modification cycle.

#### Metropolitan Transportation Plan

The project is consistent with the recommendations found in *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas* and in the draft *Mobility 2035 – 2013 Update*. The Metropolitan Transportation Plan includes this project as a six-lane connection, which will reconfigure the interchange between IH 45 and US 175. The plan also includes the future conversion of S. M. Wright Freeway to an arterial. Because Dallas County is classified as nonattainment of ozone, transportation conformity applies. The project is included in a conforming MTP and the STIP.

#### Statewide Transportation Plan

This corridor was included by TxDOT in the *2012 Unified Transportation Plan* and the *Statewide Long-Range Transportation Plan 2035* based on the project's inclusion in the TIP and MTP. This project supports the major goals of both statewide planning documents, including congestion relief, improved safety, air quality, and quality of life, enhanced economic opportunities, and streamlined project delivery.

## **VI. Federal Wage Rate Certification**

NCTCOG supports entities that comply with federal labor laws. Any procurement activities sponsored by these entities require compliance with all federal, state, and local laws. In addition, in order to qualify for incentives, businesses must abide by all federal, state, and local laws.

As indicated above, NCTCOG complies with Title VII of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Both of these laws require all private employers, state and local governments, and education institutions that employ 15 or more individuals, private and public employment agencies, labor organizations, and joint labor management committees controlling apprenticeship and training to comply. As a matter of policy and law, these agencies will follow these laws and principles for this (and all) projects.

As the submitting agency, NCTCOG certifies compliance with federal wage rate requirements as indicated on the next page.

## Federal Wage Rate Requirement

The North Central Texas Council of Governments (NCTCOG), as an applicant for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, certifies that for TIGER funds awarded to NCTCOG it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 (40 U.S.C. 3141, *et. seq.*) (federal wage rate requirements) as required by the Full-Year Continuing Appropriations Act, 2013.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et. seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.



Monte Mercer, CPA  
Deputy Executive Director  
North Central Texas Council of Governments

5/29/13  
Date