

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Regional 10-Year Plan Project List

Public Involvement Techniques

Meeting Dates and Locations

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

1. Monday, Nov. 7, 2016 – 6:30 pm – Richardson Civic Center (Richardson); attendance: 16; moderated by Michael Morris, Director of Transportation
2. Wednesday, Nov. 9, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 22; moderated by Dan Lamers, Senior Program Manager
3. Tuesday, Nov. 15, 2016 – 6:30 pm – Ella Mae Shamblee Public Library (Fort Worth); attendance: 6; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Regional 10-Year Plan Project List – presented by Jeff Neal (Richardson); Adam Beckom (Arlington and Fort Worth)
2. Public Involvement Techniques – presented by Amanda Wilson

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington Nov. 9, 2016, was posted at www.nctcog.org/video.

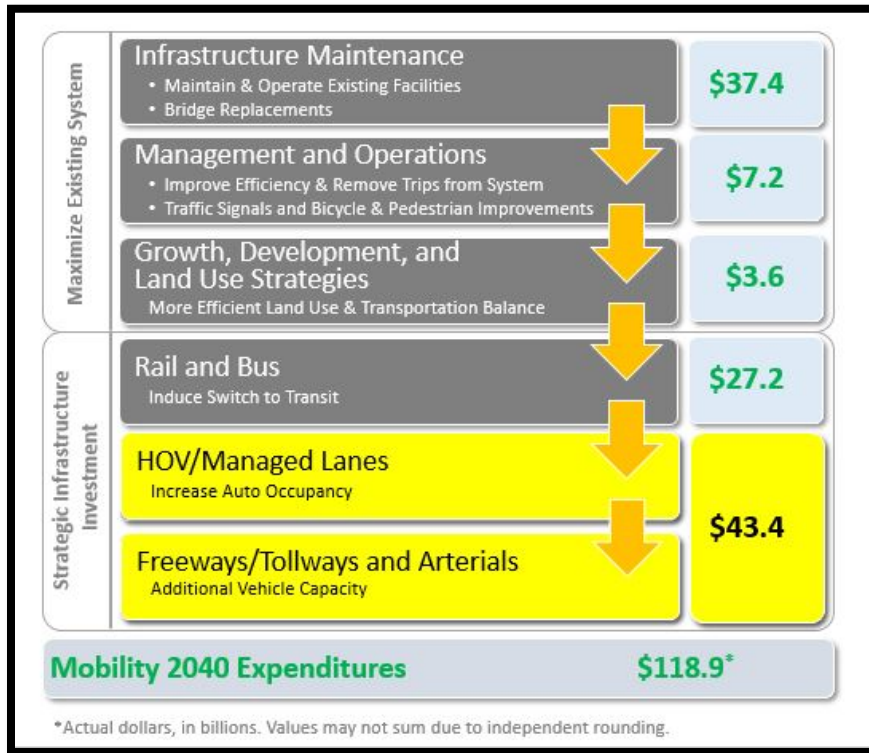
Each person who attended the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

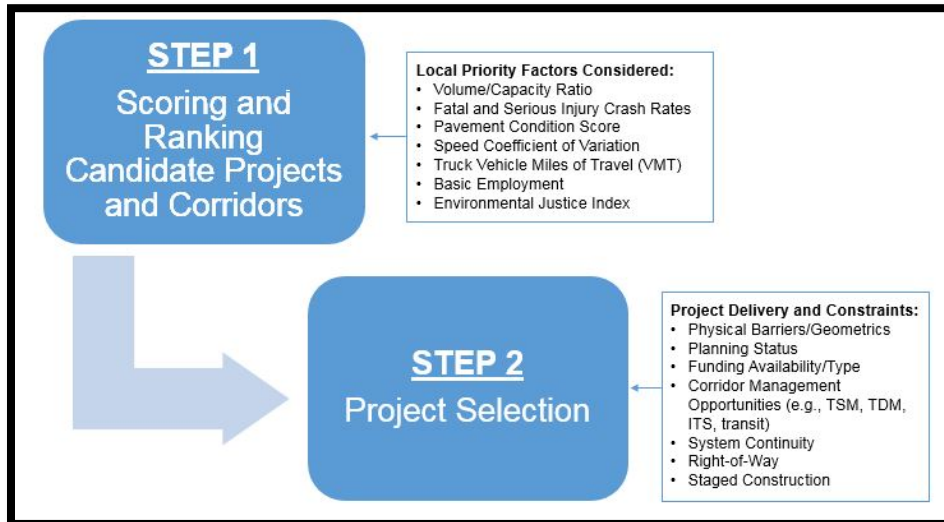
A. Regional 10-Year Plan Project List

- **Mobility 2040 Summary**
 - Adopted by the Regional Transportation Council (RTC) in March 2016
 - Represents a blueprint for the region's multimodal system
 - Identifies policies, programs and projects for continued development through 2040
 - Recommendations staged for 2017, 2027, 2037 and 2040
 - Guides the expenditure of federal and state transportation funds totaling \$118.9 billion

- **Mobility 2040 Prioritization and Expenditures**



- **Mobility 2040 Project Scoring and Selection**

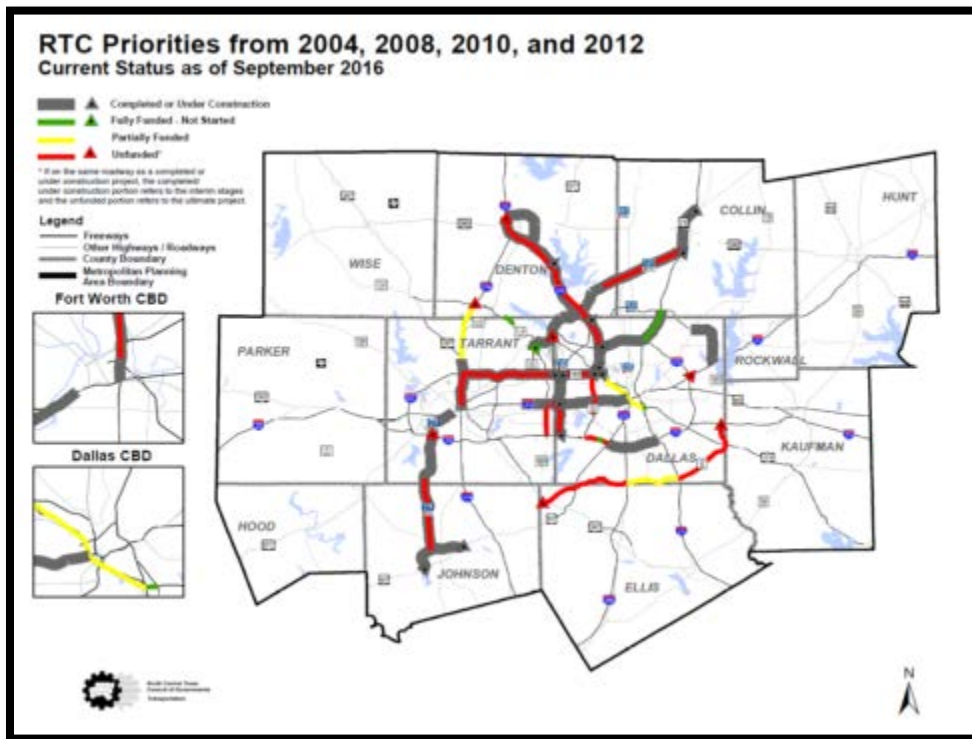


- **House Bill (HB) 20 Requirements**

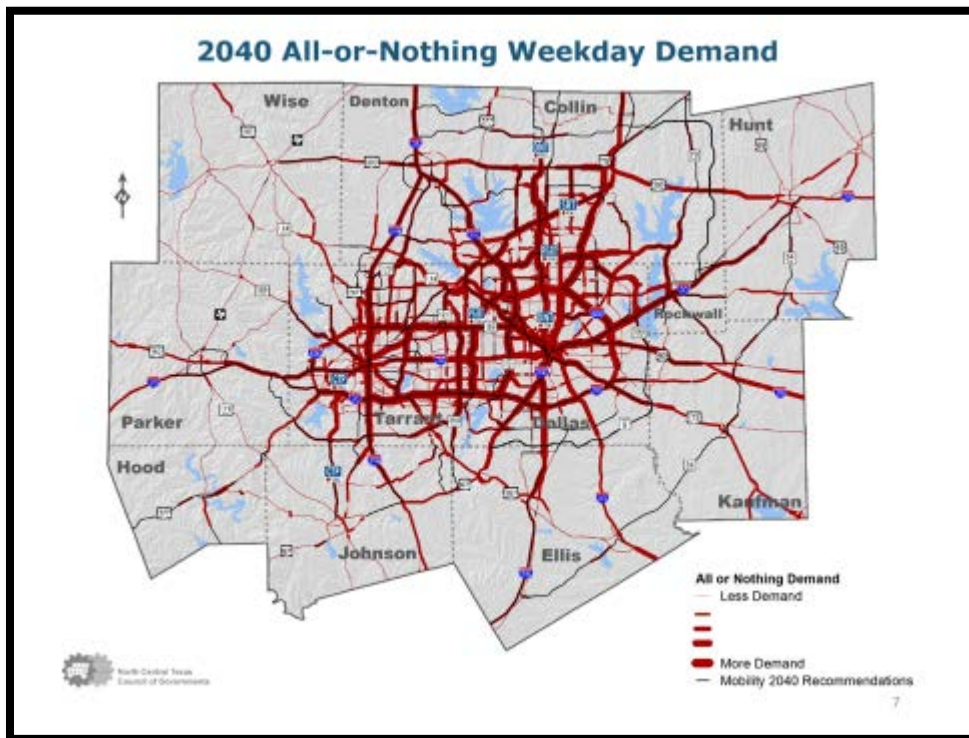
- HB 20, passed by the 84th Texas Legislature, required the Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) to:
 - Develop a 10-year plan for the use of allocated funds
 - Use performance-based planning and project selection
 - Develop criteria that consider:
 - ❖ Congestion

- ❖ Safety
- ❖ Economic development opportunities
- ❖ Available funding
- ❖ Effects on the environment, including air quality
- ❖ Socioeconomic effects, including adverse health or environmental effects on minority or low-income neighborhoods
- ❖ Any other factors deemed appropriate by the planning organization

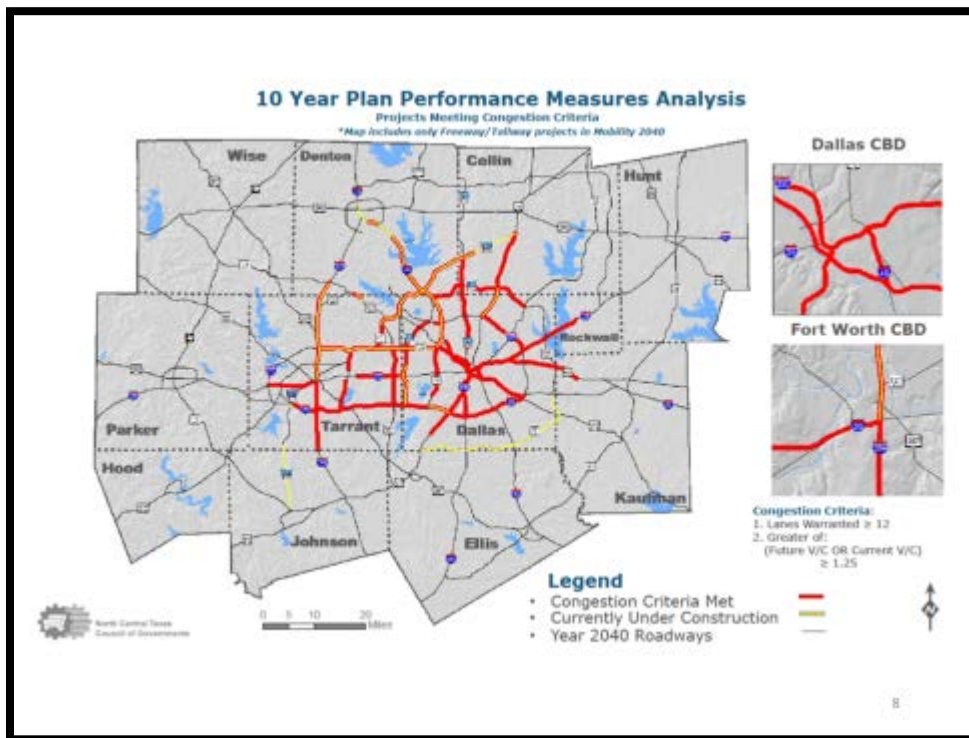
▪ Previous Priorities Map



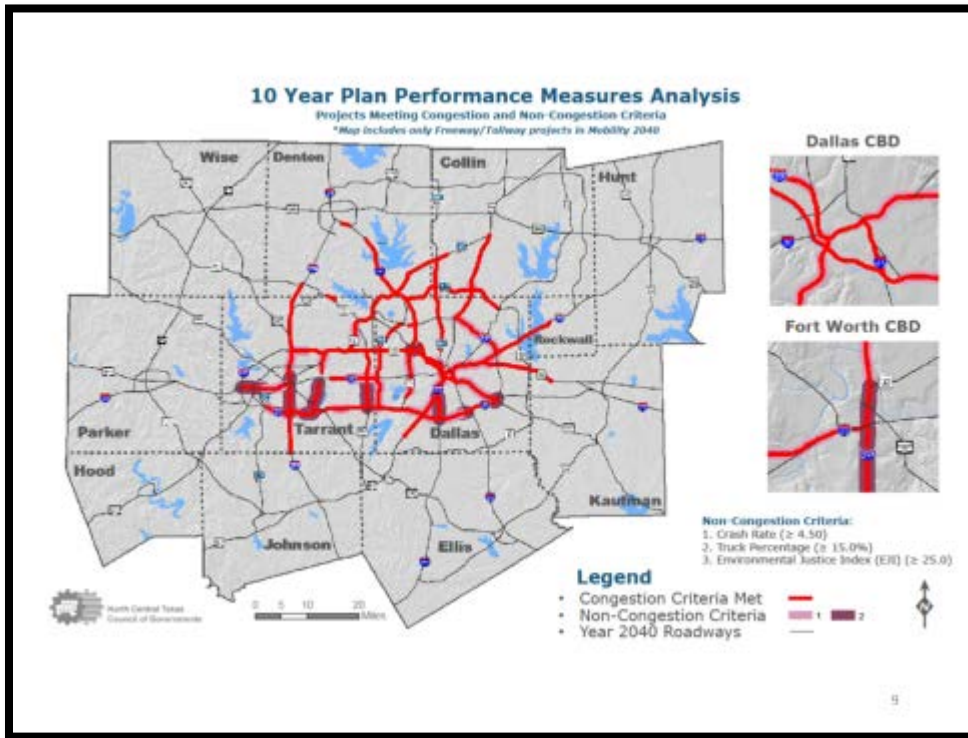
- Roadway Demand Map



- Performance Measures Analysis: Projects Meeting Congestion Criteria



- **Performance Measures Analysis: Projects Meeting Congestion and Non-Congestion Criteria**



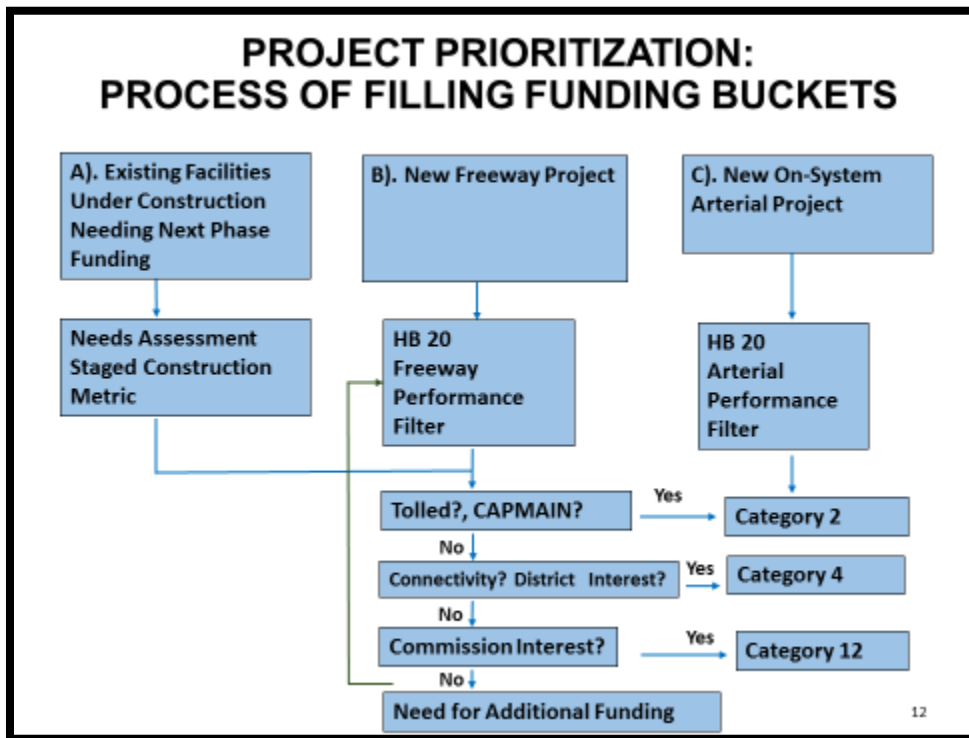
- **Policy Summary**

- Thank Texas Transportation Commission (TTC) for formula funds
- Thank legislature and the public for new revenues
- Assumes legislative minimums are met
- Adds evidence that urban congestion is not fully addressed
 - Opens up question on state allocations
 - Need for innovative funding tools
 - Need for additional revenues in next legislative session

- **Regional Funding Allocation from FY 2017 to FY 2026**

- TIP funding categories for project selection
 - Category 2 – Urban Mobility Corridors (RTC)
 - Category 4 – Statewide Connectivity (TxDOT Districts)
 - Category 12 – Commission Strategy Priority (TTC)
- Projects being evaluated in “three paths”
 - Previously unfunded commitments or existing facilities under construction needing next phase funding
 - New freeway projects
 - New on-system arterial projects

- Project Prioritization



- Regional Funding Allocation from FY 2017 to FY 2026

REGIONAL FUNDING ALLOCATION DRAFT FROM FY 2017 to FY 2026¹ with Equity Share Adjustments **(MOVE \$100M)**

FUNDING CATEGORY	WEST (\$ IN BILLIONS)	EAST (\$ IN BILLIONS)	TOTAL (\$ IN BILLIONS)
CAT 2: Metropolitan Corridor ²	\$1.10 \$1.20	\$2.32 \$2.22	\$3.42
CAT 4: Connectivity Corridor	\$0.49	\$1.04	\$1.53
CAT 12: Strategic Priority "Clear Lane"	\$0.65	\$1.38	\$2.03
TOTAL	\$2.34	\$4.64	\$6.98

1. Categories 2, 4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. Formulas are being updated.

2. Propose to adjust category 2 funds to balance the East/West equity

13

- **Next Steps**
 - Balance project needs with available resources and year of expenditure
 - Submit to TxDOT headquarters to fulfill the HB 20 requirements
- **Timeline**

Date	Action
June 2016	TxDOT Commission announced new Category 2 Funds
July/August 2016	NCTCOG committee meetings (process)
September 2016	NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, & 20)
October 2016	NCTCOG Committee meetings (information) NCTCOG/TxDOT consensus on preliminary project list
November 2016	NCTCOG Committee meetings (first reading) NCTCOG Public Meetings: Project List
December 2016	NCTCOG Committee meetings (action)
December 15th 2016	TxDOT Commission briefing

B. Public Involvement Techniques

- **Public Participation Plan**
 - Meets basic public involvement requirements established in laws
 - Maintains consistent public involvement procedures and comment periods
 - Uses communications and outreach strategies to inform the public
 - Provides the public mechanisms for input into the planning process
- **Reaching Audiences**
 - Public meetings
 - Community events
 - Media outreach
 - Publications
 - Video
 - Surveys
- **Enhanced Outreach**
 - Public Participation Plan updated in 2015
 - All RTC meetings livestreamed and archived
 - Additional media outlets, including minority publications
 - Participation in more diverse community events throughout the year
 - Speaker request form to facilitate presentations
 - Use of videos to highlight key campaigns
 - Shareable content provided to partners
- **2015 Public Meeting Update**
 - Shift to online public input opportunities for routine items

- Public meetings reserved for development of plans, programs and policies and significant changes
- Flexibility to vary the number of public meetings for many topics
- **Rethinking Public Meetings**
 - Shifting to one public meeting with a livestream for many topics
 - Reserving public meeting series for development of major plans, programs and policies and significant changes, as outlined in the Public Participation Plan
 - Continuing to use online public review and comment periods for routine items
- **Consistent Procedures**
 - Continuing to announce all public input opportunities through multiple communication strategies
 - Continuing to allow 30 days or more for public review and comment
- **Growing Community Ties**
 - Sending updates and notices to more than 200 community groups currently
 - Creating content for groups to share with their members and stakeholders
 - Co-hosting listening sessions with community partners around the region
 - Promoting partner events and public involvement opportunities
- **Continuing to Innovate**
 - Social media advertising and tools to promote public meetings and community events
 - Simple education pieces with visualization, such as infographics, pocket cards and videos
 - Information system for public comments
 - Performance measures for better evaluation
 - Telephone town halls on topics of public interest
- **Action Items**
 - Comments on proposed updates and techniques
 - Ideas for further enhancing outreach and communications
 - Public Participation Plan available at www.nctcog.org/meetings
 - Comments due Dec. 6, 2016

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Regional 10-Year Plan Project List

Citizen #1 (Richardson)

- A. Energy revenue used for transportation funding

Question: How does energy revenue factor into transportation revenue projections?

Summary of response by Michael Morris: We're working on all of these transportation projects assuming the legislative minimums will be met. It's an issue for the legislature, and they will most likely approve funding this coming February. We work on the analytics and getting projects ready.

Citizen #2, (Richardson)

- A. Project prioritization and expenditures

Question: Referencing slide three of the presentation, are all the projects included in the Mobility 2040 plan categorized as freeways, tollways and arterials?

Summary of response by Michael Morris: There are very few toll managed lanes in the plan. Slide three shows the order in which we build the plan. The legislature told us we cannot use the additional funding for tollways or transit. Tonight we're just presenting the 10-year plan project list. However, that doesn't mean you cannot talk to us about potholes or traffic signals, etc. We are more than happy to work with you.

- B. Peer feedback during strategic planning process

Question: Do you all utilize feedback and experiences from similar organizations across the country during your planning process?

Summary of response by Michael Morris: Yes, we call them peer review exchanges. For example, other states have utilized their shoulders during the peak period. We decided to test the concept and put together a pilot project to utilize the SH 161 shoulder to manage congestion. We encourage our staff members to sit on national committees as well. If you have an innovative idea, let us know. We'll put together a pilot program and work with you as much as we can.

Stanton Foerster, City of Lucas (Richardson)

- A. Funding for transportation project west of Lake Lavon

Comment: I noticed the 10-year plan project list has designated \$200 million towards the north and south arterials west of Lake Lavon. How will that money be used? Would it also be possible to include more specifics in the project description?

Summary of response by Michael Morris: A lot of questions have not yet been answered, but we're preslotting the revenue stream. We're going to build the regional loop. We're looking at possibly building a new thoroughfare street west of Lake Lavon and east of Central Expressway.

We could also build on the peninsula in between the two arms of the lake and come down SH 78. Another option would be to protect the right of way of the regional loop. We slotted \$200 million for the north and south improvements without knowing the consensus of local governments so things are still a bit uncertain. However, none of the project would be tolled. We'll also rewrite the project description included in the 10-year plan project list to include more detail.

Joseph Tempesta, Citizen (Richardson)

- A. List of projects already in progress

Comment: Where can I obtain a list of projects currently in progress?

Summary of response by Michael Morris: Everything currently funded is included in the Transportation Improvement Program (TIP). If you call us, we can find out if a particular project is fully funded.

- B. Expanding transit north of Plano

Question: The rail system going north and south only travels as far as Plano. When do you anticipate expanding services farther north?

Summary of response by Michael Morris: Collin County is not keen on transit. For six months we worked with the City of McKinney to provide transit for the elderly and disabled. It was a major problem. Even though DART owns the corridor, people have to be willing to pay their fair share. It's in our plan to be extended, and we'll continue to try and maintain a balance.

- C. High-occupancy vehicle (HOV) lanes on US 75

Question: Why are the US 75 HOV lanes blocked? About 10 years ago, HOV lanes seemed to be pretty important.

Summary of response by Michael Morris: Originally, our hope was to solve highway capacity through an HOV system, but I think HOV lanes have run their course. They were never intended to be a permanent solution. We are now looking to a technology solution for the peak periods and when incidents occur. This is fully funded.

Summary of response by Dave Carter: The HOV lanes north of President George Bush Turnpike (PGBT) are closed right now due to construction, but the project should be done in two years. Southbound HOV lanes in Allen are closed for widening, and construction on US 75 and IH 35 has traffic diverted to arterial roads.

Cookie Peadon, City of Dallas Planning and Zoning Commission (Richardson)

- A. Thoroughfare congestion

Comment: I'm the city planning commissioner for District 12, which includes Coit, Preston and Hillcrest. Because of expansion, people look for the fastest route on their daily commute. I'm hoping we can do something to relieve north and south congestion. We have 1,600 multi-family units being completed north of PGBT, 780 single-family units being built south of PGBT and 4,000 more multi-family units being planned.

Summary of response by Michael Morris: Because we're so far behind in your area, we're preslotting revenue. We're also forecasting demographics ahead of time. About 7.2 million people currently live in North Central Texas. We've added a million people every decade since 1960. We work with planning and zoning commissions. Let's see if we can coordinate with north Dallas traffic engineers regarding this issue.

Opie Walter, Mayor of St. Paul (Richardson)

A. New transportation funding sources

Comment: You hope to have \$6.98 billion dollars in funding by February, correct?

Summary of response by Michael Morris: We think we have it. The Texas Transportation Commission (TTC) gave us formula amounts in July 2016. They asked us to select projects by December 2016, and they will hopefully approve them in February 2017.

B. Project timeframes

Question: What is the timeframe for the projects included in the 10-year plan list?

Summary of response by Michael Morris: We're going to have to slot every project for the next 10 years. Some projects will be slotted sooner than others because they're already under construction. However, projects that haven't received consensus may take longer to begin construction.

C. Transit planning and funding process

Question: Is transit planning similar to roadway planning?

Summary of response by Michael Morris: Referencing slide three of our presentation, we prioritize our planning process and first maximize the existing system. We focus on maintenance first and then management and operations. Transit is considered an infrastructure investment.

Question: Will any of the \$6.98 billion you presented this evening go towards transit?

Summary of response by Michael Morris: The money is only eligible for roadways on the state system.

Charles Gillett, Citizen (Richardson)

A. Freight and rail traffic traveling through Dallas-Fort Worth region

Comment: I've seen data that says 75 percent of freight rail traffic in the region is through traffic. Has any thought been given to construct a railroad bypass as part of the outer loop? A rail-centric route could intersect all in-bound freight lines.

Summary of response by Michael Morris: Yes, but it's very expensive. We had a plan to have all trains bypass the region. At the time, Alliance had just been built. The Union Pacific facility in southern Dallas County had not yet been built. Our country gives a lot of authority to rail systems, and these types of issues don't resonate with freight companies. We've tried.

Jerry Hodge, City of Grapevine (Arlington)

A. Funding for DFW Connector project

Comment: We're very supportive of what you're doing, but I noticed you've left one segment of the DFW Connector off the 10-year plan project list. The Connector project began in 2004. When we were ready to build, we realized we were about half a billion dollars short so the scope was reduced. At the last minute, the state provided an additional \$150 million in funding. However, capacity improvements on SH 121 south of SH 114 are not included on this list. We are currently removing the merge and separating SH 360 and SH 121, but that project doesn't add any capacity to the roadways. Capacity improvements cost about \$190 million. I've had our people look at reduced work, and we've been able to decrease the cost to about \$95 million. Six cities, three counties and the DFW Airport all depend on the Connector. Seven highways run into it. Please consider the segment in this project list. If we receive funding, the segment could start construction in 2018. It's very important. We've been under construction forever. All the cities, counties and the Airport are very supportive of the project. I appreciate the opportunity to provide input.

Summary of response by Dan Lamers: The DFW Connector is one of the most complicated projects undertaken by the region. Originally, we did not have enough money to fund it in its entirety and have been trying to work on components as money becomes available.

Summary of response by Jeff Neal: Last year we submitted the north Airport interchange as a candidate project for the FASTLANE Grant. We hope to submit it again. We couldn't fund everything, and we've done our best to meet the highest priorities based on our analysis as well as TxDOT district recommendations. We still see a funding opportunity, and we know how important it is. Our hope is to do everything we can to fund that final segment.

Comment: You're already funding the IH 635 interchange. The section of SH 121 south of SH 114 is the segment we need to fund. You have a lot of money invested in the Connector, but we haven't fixed anything yet. It doesn't function properly. Within four years time, we could have it finished.

Summary of response by Dan Lamers: We will take your comments to the districts to figure out if there is a way to include the project. We'll do what we can.

James Paris, Citizen (Arlington)

A. IH 35E project north of Oak Lawn

Comment: On page two of the 10-year plan project list, the IH 35E project north of Oak Lawn doesn't have any proposed funding. When will the project be funded? When will construction begin?

Summary of response by Adam Beckom: The project is fully funded through congestion relief funding. It was originally on the Proposition 1 list, but we swapped it out for congestion relief funds in order to advance the start time. However, we don't have an exact start date yet. If you provide us with your contact information, I can send you additional details.

Destiny Higgins, Citizen (Fort Worth)

A. Transportation funding process

Question: Where does transportation funding come from?

Summary of response by Dan Kessler: Our primary source of transportation revenue is a gas tax. We pay 20 cents in gas tax to the state and 18.3 cents to the federal government, which equals 38.3 cents per gallon of gas. The state tax is constitutionally dedicated to road construction. We would like to build more than just roads. We're always working with the legislature to look at funds differently. If we decided to use dollars differently, it would require a constitutional amendment. We also fund road improvements through toll roads. Nobody likes toll roads. But about 25 years ago, the federal government said we had to prove we could pay for transportation projects in our plan. There was no interest in increasing taxes. Thus, local elected officials made a very strategic decision. They formed what is now the North Texas Tollway Authority (NTTA) and began initiating toll roads in the early 90s. Additionally, managed lanes have allowed us to reconstruct entire freeways. Even though they're tolled, managed lanes are an incentive to move more people. We pay for public transportation through sales tax. For example, DART collects a one percent sales tax. It's a challenge with public transportation because you have to have money to build and operate the facilities. Transit fare is not enough to cover all of the costs.

Summary of response by Amanda Wilson: The funding Adam presented today came from two statewide ballot initiatives voted on by the people in 2014 and 2015. There's a tax on natural gas and oil that comes out of the ground, and it's called a severance tax. In 2014, Texas citizens voted to take a portion of the severance tax and devote it to transportation. We voted on the other source in 2015. Six and a quarter percent is the statewide sales tax. If the state in a given year reaches \$28 billion in revenue, they will devote the excess money to transportation. Additionally, if you buy a car, you pay a sales tax. If they reach a certain floor of revenue for that sales tax, they will provide a portion to transportation. They're becoming more creative with revenue sources. The legislature wants to move away from tolls.

Tiffany Smith, Citizen (Fort Worth)

A. Start date for 10-year plan projects

Question: When will you begin working on projects included in the 10-year plan?

Summary of response by Adam Beckom: The funding was allocated to run from Fiscal Year 2017 to Fiscal Year 2026. We'll submit our project list by December 15 of this year. I believe the state will take action on it at their February TTC meeting. At that time, they usually also modify the Unified Transportation Program (UTP), which is the 10-year check book. It will probably be next summer by the time you start to see these projects roll out.

Ashley Garcia, Citizen (Fort Worth)

A. Effects of rail expansion

Question: How will rail expansion affect homes and neighborhoods?

Summary of response by Dan Kessler: We can't tell people where to work and live. We have to respond to the market. We're trying to build 250 miles of regional commuter rail. We're helping

DART with extensions. We're very involved with high speed rail, people mover systems and modern street cars. We're trying to get out in front of the growth, but it's difficult to serve suburbs with rail. There's a significant relationship between transportation and land use. At a site specific location, we also devote a lot of time towards transit-oriented development. We're involved in a lot of transit projects. DART attributes about \$10 billion worth of economic development in Dallas and surrounding communities.

Summary of response by Amanda Wilson: DART has built a lot of their own tracks. For future commuter rail expansions, since the tracks are already there, rail would have less of an impact on existing homes and neighborhoods than other types of transportation.

Mike Wyss, Mayor's Committee for Persons with Disabilities (Fort Worth)

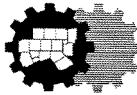
A. Transit access for persons with disabilities

Comment: They need to provide more funding for transit. There are more people being born with disabilities. Some of us depend on public transportation on a daily basis.

Summary of response by Dan Kessler: That is a great comment. You have to talk to your elected officials and tell them transit is a priority.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Cookie Peadon	City of Dallas Planning and Zoning Commission	Congestion relief on north and south arterials between US 75 and North Dallas Tollway	Attachment 1
Thomas Kriehn	Lake Highlands "L" Streets	Transit system	Attachment 2



Public Meeting Comment Form

Instructions:

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

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

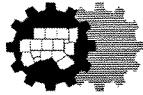
Name COOKIE PEADON
Organization CITY OF DALLAS PLANNING & ZONING COMM.
Date NOV 7, 2016
Meeting Location RICHARDSON

Please provide written comments below:

NEED IMPROVEMENT ON NORTH SOUTH
ARTERIALS BETWEEN US 75 AND N D TOLLWAY.
BUILD OUT TO THE NORTH IS/HAS OVERWHELMING
STREETS SUCH AS PRESTON, HILLCREST
OHIO, COIT. RELIEF IS CRUCIAL.
EXAMPLE: 1600 MULTIFAMILY UNITS CURRENTLY
BEING COMPLETED ON COIT, NORTH OF BUSH.
4000 MORE MULTI-FAMILY UNITS PLANNED
NORTH OF MAPLESHADE ON COIT! THAT IS
5600 MORE COMMUTERS ON COIT. 780 SINGLE
UNITS UNDER CONSTRUCTION ON COIT
S. OF BUSH ON COIT.
OTHER N-S CORRIDORS SAME.

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

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>



Public Meeting Comment Form

Instructions:

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

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

Name THOMAS E. KRIBIAN
Organization LAKE HIGHLANDS "L" STREETS
Date NOV. 7, 2016
Meeting Location RICHARDSON CITY HALL

Please provide written comments below:

CONSIDER REPLACING STATUTORY MINIMUM PARKING REQUIREMENTS WITH ~~MAXIMUM~~-SHRINKING MAXIMUM PARKING REQUIREMENTS. PENALIZE NON ATTAINMENT OF ~~PARKING~~ PARKING MAXIMUMS BY CUTTING OFF ROAD FUNDING: ERGO, FORCE A CHANGE IN DEMAND FOR HIGHWAY LANES AD INFINITUM TOWARDS DEMAND FOR TRANSIT SEATS. CONVERT EXISTING ROAD LANES INTO BUS LANES, WITH PERIODIC BUS STOPS AND SURROUNDING TRANSIT ORIENTED DEVELOPMENTS. I'M UNCERTAIN ABOUT ~~BUILDING~~ ^{LOCATING} STREETCAR ~~STR~~ TRACKS ALONG TYPE "C" RIGHT-OF-WAY. I'M MORE INTERESTED IN CONVERTING EXISTING ROAD LANES INTO BUS LANES ALONG TYPE "B" RIGHT-OF-WAY. THE TRANSMILLENIO BUSWAY SYSTEM IN BOGOTÁ, COLOMBIA, IS MY MODEL FOR MID-EXPRESSWAY BUS LANES ALONG TYPE "A" RIGHT-OF-WAY.

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

15720 Artist Way # 4912
Addicks, TX 75001

November 27, 2016

Mrs Carli Baglow
Transportation Program Assistant
North Central Texas Council of Governments,
Transportation Department
P O Box 5888
Arlington TX 76005-5888

Dear Carli:

Here are my comments with regard
to the Public Meetings that were held on
November 7, 9, and 15:

Regional 10-Year Plan

- Raise the priority of the development of safety features on the roads. In particular, design ways to lessen the incidence of wrong-way drivers on the highway. Wrong-way driving usually results in fatal accidents.
- I would like to see you continue to emphasize the increasing necessity of improving the air quality in our Region.

Over →

Public Involvement Techniques

I would like to see you continue to come out into the communities. Not all of us have good access to a computer. Also there is nothing like being at the meeting in person and being able to interact with the presenters.

Recently the NCTCOG has cut back on the in-person meetings. I urge you to not cut back any further.

Thank you.

Shyllis Silver



YOUR HOMETOWN

Anna

CITY OF ANNA, TEXAS
P.O. BOX 776
ANNA, TEXAS 75409-0776
PHONE 972-924-3325
FAX 972-924-2620
www.annatexas.gov

November, 17, 2016

North Central Texas Council of Governments
Transportation Department - Transportation Project Programming
Attn: Mr. Adam Beckom, AICP
616 Six Flags Drive
Arlington, Texas 76011

Re: Surface Transportation Technical Committee Proposed 10-Year Plan


Dear Mr. Beckom:

We recently had the opportunity to review the 10-year UTP plan proposed by the Surface Transportation Technical Committee. We appreciate the committee's efforts and would like to formally express our agreement with the STTC's inclusion of SH 121 between the Collin County Outer Loop and FM 455 as one of the proposed projects. Additionally, we are pleased to see the Rosamond (CR 370) interchange at US 75 included as a project as well.

That being said, we would like the STTC to consider including State Highway 5 between the Collin County Outer Loop and the Grayson County Line. There is currently a schematic for this project and we have met recently with TxDOT and the NCTCOG to discuss timing for the project, however it is our understanding that funding has not yet been assigned to the project. That being the case we would respectfully ask for your consideration of its inclusion on the STTC's recommended 10-year UTP.

Thank you in advance for your consideration of this project. If I may be of any assistance, please do not hesitate to contact me. I may be reached at (972) 924-3325 or by email at psanders@annatexas.gov.

Best regards,



Philip Sanders
City Manager

cc: Mr. Clarence Daugherty, P.E., Collin Count Director of Engineering
Mr. Joseph Johnson, Director or Public Works



**COLLIN
COUNTY**

Commissioners Court
Jack Hatchell Administrative Building
2300 Bloomdale
Suite 4192
McKinney, Tx 75071

November 23, 2016

Mr. Michael Morris, P.E.
North Central Texas Council of Governments
616 Six Flags Drive, PO Box 5888
Arlington, Texas 76005-588

RE: Proposed Regional Priorities FY2017-FY2026

Dear Michael,

I wish to commend the staffs of TxDOT and RTC for the long hours they put in to develop the draft list of projects for the 10-yr UTP Planning Effort. Since congestion resulting traffic delays are so costly to drivers and companies, I agree that projected delay was the appropriate measure to use to determine the sub-allocation of the region's transportation revenue from the State. That measure resulted in a very significant proposed allocation to the Collin County area for which I am thankful.

While we very much appreciate the allocations that have been made, it is incumbent upon me to point out that the proposed amount of funding does not go far enough to adequately handle the phenomenal growth that has occurred and is predicted to occur in the Region and Collin County, specifically.

It was estimated in Mobility 2040 that Collin County's share of the Region's \$43.4B for roadway investment would be approximately \$8.3B over the next 24 years. This estimate results in Collin County receiving 19.12% of the total estimated resources for the Region in 2040. Based upon the projected funding levels and percentage allocations in Mobility 2040, the Region should be projecting revenues of approximately \$18.08B over the ten-year period, with Collin County's share approximating \$3.458B. It appears that the amount in the 10-Yr Plan plus funding for other projects already approved does not come close to being on pace with what is projected to be needed and anticipated in the MTP. Either the anticipated funding in the MTP is way off or the anticipated funding is back in loaded beyond the initial 10 years. Either way, without additional funds being anticipated under the 10-Yr Plan, the Region and Collin County's congestion problems will intensify during this time.

Specific examples of at least four roadways that are not listed in the 10 Yr Plan that will need funding in the next 3-5 years. The first two projects are a higher priority to Collin County than the State projects in the list (except for SH 5 from Spur 399 to FM 546) due to their projected deficit in capacity by 2020:

Park Blvd extension from FM 2514 to SH 78

Dallas North Tollway southbound service road for Segment 4A from FM 428 to US 380

The next two projects are active projects which need to be finished

FM 1461 from SH 289 to Lake Forest Dr and on east to US 75 (schematic and environmental assessment is underway)

SH 5 from SH 121 to the Grayson County line (the environmental assessment work has been completed just short of a FONSI)

We would appreciate your consideration in communicating to the Texas Transportation Department administration and Commission our concerns about there not being adequate funding in the metropolitan area, with these projects as our indication of the need.

Once again thank you for your work on this critical subject.

Sincerely,



Duncan Webb
Collin County Commissioner, Pct. 4

Cc: Victor Vandergriff
Senator Van Taylor
Representative Matt Shaheen
Representative Jeff Leach
Judge Keith Self
Commissioner Susan Fletcher
Commissioner Cheryl Williams
Commissioner Chris Hill
Bill Bilyeu
Clarence Daugherty
Adam Beckom
Mayor Ron Jensen, RTC Chair



November 30, 2016

Mr. Brian Barth, PE
District Engineer
Texas Department of Transportation
2501 S. W. Loop 820
Fort Worth, Tx 76133

Re: DFW Connector
North End (635/121/SH 26/FM 2499 Interchange)
SH 121 Main Lanes and
South End Project Components

Dear Mr. Barth:

Your continued efforts to complete the DFW Connector with its much needed capacity improvements is truly appreciated by all parties affected by traffic congestion through this corridor.

Your pursuit of funding and ultimately the construction of the new ramps from SB William D. Tate Ave to SH 360 and SH 121 has been very helpful. Your subsequent packaging additional improvements to the SH 360 / SH 121 Interchange currently under construction to address weaving conflicts continues to reflect your concern for this corridor.

I want to offer my strongest support for your efforts to secure funding for the two referenced components in the amounts of \$ 370M and \$ 109M respectively. Approval of the \$ 370 M funding currently in the Draft 2017 – 2026 UTP as well as the addition of the \$ 109 M to the Draft UTP and subsequent funding are crucial to the DFW Connector Corridor operation.

These two components were included in the initial scope of the DFW Connector Project but eventually were removed due to funding limitations. The inability to construct these two components with their much needed capacity improvements as part of the original project has significantly impacted the project's benefits.

Additionally, I support the continued use of Northgate Constructors as the contractor for these additional components. They have proven their ability to expedite the design and construction of the DFW Connector segments to date with resulting cost savings. Their schedule for design and construction of these two remaining components compresses the time line by nearly 3 years and offers the benefit of establishing a stable cost projection based upon current costs.

I urge you and the RTC to fund these components immediately.

Sincerely

William D. Tate
Mayor

Cc: Michael Morris, PE
File



MESQUITE

T E X A S
Real. Texas. Flavor.

December 1, 2016

Stan Pickett
Mayor

Bruce Archer
Mayor Pro Tem

Jeff Casper
Deputy Mayor Pro Tem

Bill Porter
Councilmember

Daniel Aleman, Jr.
Councilmember

Greg Noschese
Councilmember

Dennis Tarpley
Councilmember

Cliff Keheley
City Manager

Mayor Ron Jensen
Chairman
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Re: 10-Year Regional Unified Transportation Plan

Dear Chairman Jensen,

Attached for the Regional Transportation Council's consideration at the December 8, 2016 regular meeting is City of Mesquite Resolution No. 50-2016 requesting improvements to the IH-635 and IH-30 interchange be included in the 10-Year Regional Unified Transportation Plan and funded from the \$300 million Category 12 funds identified as the Dallas County Contingency or other appropriate fund sources.

Respectfully,


Clifford Keheley
City Manager

CK:ls

Attachment

RESOLUTION NO. 50-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, SUPPORTING INCLUSION OF THE IH-635 AND IH-30 INTERCHANGE IN THE 10-YEAR REGIONAL UNIFIED TRANSPORTATION PLAN.

WHEREAS, the City of Mesquite provided over \$9 million in local contribution towards the reconstruction of the Towne Centre Drive and Town East Boulevard interchanges with IH-635, which were the first two phases of the IH-635 Project completed in 2009; and

WHEREAS, the City of Mesquite has been a cooperative and supportive partner on all regional freeway projects; and

WHEREAS, the City of Mesquite has been an active participant in the technical development of the LBJ East Project and East Corridor (IH-30 and US Highway 80) Project; and

WHEREAS, the draft 10-year Regional Unified Transportation Plan (UTP) was presented to the Regional Transportation Council (RTC) at the RTC meeting on November 10, 2016; and

WHEREAS, the UTP guides the funding for major transportation projects through 2026; and

WHEREAS, the draft plan proposes to break the LBJ East Project into four segments and specifically omits the IH-635 and IH-30 Interchange; and

WHEREAS, funding of the LBJ East Project from US 75 to the Royal/Miller interchange is dependent upon active participation of the private sector through a Comprehensive Development Agreement; and

WHEREAS, the RTC is scheduled to consider the 10-year UTP at its December 8, 2016, meeting; and

WHEREAS, failure to include improvements for the IH-635 and IH-30 interchange in the 10-year UTP will adversely affect air quality and increase congestion along IH-635, IH-30 and nearby arterial streets; and

WHEREAS, failure to include improvements for the IH-635 and IH-30 interchange in the 10-year UTP may also adversely impact the City of Mesquite's retail and restaurant areas thereby reducing sales tax revenue upon which the City depends to provide services for its citizens; and

WHEREAS, the IH-635 and IH-30 Interchange experiences heavy truck traffic and is a key link in the NAFTA Corridor.

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

SECTION 1. That the City of Mesquite supports inclusion of improvements to the IH-65 and IH-30 Interchange in the 10-year Regional Unified Transportation Plan and development of a comprehensive approach toward the reconstruction of the interchange.


SECTION 2. That the City of Mesquite supports a public-private partnership and the use of a Comprehensive Development Agreement to fund critical segments of the LBJ East Project.

SECTION 3. That the City of Mesquite supports the funding of improvements to the IH-635 and IH-30 Interchange using Category 12 funds from the \$300 million Dallas County Contingency or funds from other categories.

SECTION 4. That this resolution will be transmitted to the Regional Transportation Council to consider for its December 8, 2016, meeting.

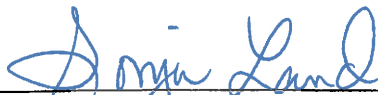
SECTION 5. That this resolution will be transmitted to the City's legislative delegation for consideration during the 85th session of the Texas Legislature.

DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 21st day of November, 2016.



Stan Pickett
Mayor

ATTEST:



Sonja Land
City Secretary

APPROVED:



B. J. Smith
City Attorney



City of Lucas

665 Country Club Road
Lucas, Texas 75002
972.727.8999
www.lucastexas.us

Mayor Ron Jensen
Chairman Regional Transportation Council
NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

December 7, 2016

Honorable Mayor Jensen,

The City of Lucas truly appreciates the work of the Regional Transportation Council (RTC) and recognizes the strides the Council has made in making north central Texas a place of booming economic and population growth. We have all benefited from the effort expended by the Council and staff.

After reviewing the information from the Regional 10-Year Plan meeting in Richardson, I feel strongly that the RTC is on the right track but I do have some suggestions to make the plan more comprehensive as it relates to some proposed improvements that may directly impact the City of Lucas.

The 10-year UTP Planning Effort Cost/Revenue Matrix reflects a North/South Arterial in Collin County West of Lake Lavon (Collin County Roadway Action Plan #4) with proposed funding of \$200,000,000. To the best of my knowledge the Collin County Roadway Action Plan #4 depicts this roadway bisecting the City of Lucas. This will not be a preferred alignment for the City if Lucas and I believe defining this as a “North/South Arterial - **West of Lake Lavon**” is short sighted for the following reasons:

- Several alignments, including east of Lake Lavon should be studied. The current “Facility – North/South Arterial - West of Lake Lavon” limits study action to the area between US 75 and the western edge of Lake Lavon. It is our opinion this will not be a preferred alignment for this facility. Being able to study alternate alignments such as east of Lake Lavon should result in a more preferable alignment. Changing the “Facility Limits” to “Between US 75 and the Outer Loop or eastern edge of Collin County” would be more inclusive.
- It is possible that multiple smaller arterials may be warranted depending on the demand and preferred alignments. Changing the “Facility” to read “North/South Arterials” would allow for a broader study.
- Additionally it doesn’t appear that the east/west traffic movements are entertained with this study. Some consideration should be given to depicting East/West Arterials along with the North/South Arterials as part of the funding.

In addition to these concerns we would like an assurance that:

- Any arterial alignment study would not be reviewed or proposed as future frontage roads for limited access roadways, and
- No alignment considerations, right-of-way preservation, or pavement widths shall be considered as part of this funding that are not reflected in the adopted thoroughfare plan of any affected municipality.

Once again thank you and the Regional Transportation Council for your service to the north Texas region. At this point we have no desire to hinder or diminish the funding allocations as the RTC has proposed them. I merely ask that you change the current Collin County “Facility” to be more inclusive and read “North/South Arterials” and the “Limits” to read “US 75 to Outer Loop” allowing for multiple considerations for a preferred alignment for the arterials.

Please do not hesitate to contact me should you have any further questions.

Sincerely,

A handwritten signature in black ink that reads "Jim Olk". The signature is written in a cursive style with a large, sweeping initial "J" and "O".

Jim Olk – Mayor
City of Lucas

CC: Mayor Stephen Terrell – City of Allen
Mayor Eric Hogue – City of Wylie
Michael Morris - NCTCOG

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Rik, Sept. 30, 2016

Please try to inform local govt's of the importance of painting crosswalks. The city of Dallas is "EXTREMELY" negligent in this category. Thank you

Rachel Craddock, Oct. 19, 2016

Good morning,

I am wanting to obtain the current status of project 0261-02-044: US 67 from FM 1382 to South of IH 20. I would like to know the phase the project is currently in as well as the anticipated ROW begin and completion dates.

Response by Ken Bunkley, NCTCOG

Ms. Craddock,

Thank you for your interest in the express lane project on US 67. We always welcome questions from the public and encourage public involvement.

At this point this project appears to be on hold and the Right-of-Way acquisition has not begun. The ROW process was originally scheduled to begin this past summer, but TxDOT has moved the project out to FY 2021 or later. I am unsure of their reason for this, and my attempts to contact them today for clarification have not been successful. I will try again tomorrow and let you know what I find out.

Elaine Laisure, Oct. 31, 2016

To whom it concerns

Weatherford Texas to Fort Worth TX has only one highway- I/20. As you know, Parker County and Weatherford is rapidly growing. There will be an additional 750 homes built on the West Side of Fort Worth. There are no additional through streets, highways, or mass transit planned.

What will it take to get you to PLAN for the additional population? It appears there no additional lanes, roads or Toll road planned from Fort Worth to Weatherford, TX! The lack of planning is what caused gridlock on the North Fort Worth I/35 Corridor. I am appalled the city and highway planners would allow this to happen West of Fort Worth!

The time to fix it is NOW!

Response by Jeff Neal, NCTCOG

Elaine,

Good afternoon. Thank you very much for your comment regarding the need for additional transportation planning between Weatherford and Fort Worth through eastern Parker County and western Tarrant County. Your comment certainly addresses a critical concern...that the only continuous major roadway facility between Weatherford and Fort

Worth is Interstate Highway (IH) 20, and potential future growth demands that we investigate all possible methods to add additional east-west capacity between the two cities. In acknowledgment of this need, the Mobility 2040 Plan (the North Central Texas region's current long-range Metropolitan Transportation Plan) contains a map which I've included with this email. The map is titled "Illustrative Major Roadway Corridors for Further Evaluation", and it includes several large arrows along the IH 20/IH 30 and State Highway (SH) 199 corridor indicating that additional capacity is needed and more detailed study is required. This doesn't necessarily mean that the new capacity should only be on existing corridors...in fact, we know that IH 20 becomes congested today because there are no suitable east-west thoroughfare alternatives between Weatherford and Fort Worth. I'm aware that elected officials and local government staff from various jurisdictions in Parker and Tarrant County are currently studying possible alternatives and gauging public input on which ones may be the viable options. We hope for that study to be completed prior to our next Metropolitan Transportation Plan update (anticipated for late 2017/early 2018) so that we can determine a possible timetable for construction.

In the meantime, I want to be sure to let you know that NCTCOG and the Texas Department of Transportation (TxDOT) Fort Worth District are mounting considerable efforts to expand IH 20 and IH 30 between Weatherford and Fort Worth within the next ten years. During this week, NCTCOG will be holding public meetings to highlight and discuss projects we've recommended for TxDOT to proceed to construction as part of the required statewide 10-Year Unified Transportation Plan from House Bill 20 (NOTE: a preliminary presentation from last month's public meeting series describing this process is included with this email; please visit our website, www.nctcog.org, later this week to download the new public meeting presentation and draft project list). The draft list of projects includes the following:

1. IH 20 (Weatherford) – FM 2552 (Santa Fe Drive) to Centerpoint Road: New frontage roads (over the Union Pacific railroad), ramps, and auxiliary lanes
2. IH 20 (Aledo/Fort Worth) – FM 1187/FM 3325 to Walsh Ranch Parkway: Improvements to the IH 20/IH 30 merge, including new separated IH 20 and IH 30 ramps to/from FM 1187/FM 3325
3. IH 30 (Fort Worth) – Linkcrest Drive to IH 820: Add 3rd mainlane in each direction, construct new Spur 580 interchange, add continuous frontage roads between Spur 580 and Chapel Creek Boulevard, and replace Chapel Creek Boulevard bridge
4. IH 30 (Fort Worth) – IH 820 to Bryant Irvin Road: Reconstruct freeway corridor with 4 mainlanes in each direction and improved interchanges (particularly at SH 183 and Spur 341 near Ridgmar Mall and the Fort Worth Naval Air Station/Joint Reserve Base)

We hope to continue to work as quickly, diligently and inclusively as possible to ensure that additional east-west mobility and safety improvements are identified and implemented. Please feel free to contact me at any time if you have questions or comments regarding these projects, or if there's any other input you'd like to offer to help us address the area's rapid growth. Again, NCTCOG greatly appreciates your interest and concern.

Chris Bosco, Parker County, Nov. 3, 2016

As a follow-up to the 10-Year UTP planning workshop I wanted to submit two additional projects for NCTCOG and TxDOT consideration to be included in the 10-year plan. The proposed Parker County bond program includes design, right-of-way acquisition and utility relocations for FM 1187 from Maverick Street to FM 5 and FM 51 from 5th Street to Pojo Road. Please let me know if you would like to have a phone conference to discuss these projects.

John Polster, Nov. 8, 2016

At the workshop I had asked for the metrics used to calculate the Congestion index. Has that been sent out yet? I don't remember seeing it.

Marrik Callier, City of North Richland Hills, Nov. 9, 2016

FM 156 widening from US 81/287 to Watauga Road? If so, the project will not be affected by the 10-Year Plan as it is a prior commitment made through the Proposition 1 funding process approved by the RTC last year and it is already partially funded in the Transportation Improvement Program. One of the objectives of the 10-Year Plan is to ensure that any previous commitments (such as Proposition 1 projects) are fully funded going forward. The only thing that would impact it is its own project development "process, but the funding will not be removed." More generally, if a project is already funded, it will not be bumped from the queue. Again, the only thing that would hold it back is its own project development process. Please do not hesitate to contact us if you have any further questions.

Monica R. Alonzo, Mayor Pro Tem of Dallas, Nov. 10, 2016

Thank you Michael Morris and state to you as you mentioned earlier about IH 35E and IH 635 that we appreciate, especially the access to jobs. Glad to state that you all are listening to what we have been bringing forward, especially to see the Loop 12 IH 30 project. You mention any comments, if we have it all and we start there with the projects then great too.

Brian Loughmiller, Mayor of McKinney, Nov. 10, 2016

Thank you for focus on portions of Collin County that you mentioned and as you know looking from standpoint of the 10-year Plan, the City of McKinney represents several cities within its urbanized area, and so I wanted to mention on behalf of some other cities represented, the extension of the Sam Rayburn tollway from Spur 399 to US 380 as a future project which would connect primarily on the other side of Princeton.

Response by Adam Beckom, NCTCOG

The North Texas Tollway Authority will extend the Sam Rayburn Tollway once the level of service is warranted.

Duncan Webb, Collin County Commissioner, Nov. 10, 2016

Also appreciative in Collin County, you see the needs, happy to move forward with the roadway action plan. Positive as a first step.

Maher Maso, Mayor of Frisco, Nov. 10, 2016

The city had a request to give the comments from Collin County for FM 1461 from SH 289 east to CR 123 needs to be added. From the Denton County portion FM 1385 from US 380 north needs to be added. Prosper has been working with the RTC and others. US 380 from US 377 to CR 26 is listed but want to make sure the funding reflects the grade separated intersections at FM 423, Teel Parkway, and Legacy Drive. Will send in email to staff.

Response by Adam Beckom, NCTCOG

The FM 1461 and FM 1385 projects may be better suited for other funding opportunities. Staff will inventory these projects and as new funding opportunities come along projects such as these will be vetted against the available sources. Staff is proposing to place \$252M on the US 380 corridor from the Denton County line to the Hunt County line. The exact specifics of that project have yet to be determined. Staff will continue to work with the County and TxDOT as the project is developed further.

Greg Noschese, Mesquite City Council, Nov. 10, 2016

We would like to express concern over the elimination of the interchange at IH 635 and IH 30 from the 10-year Plan. Think it is an important priority, certainly a priority that needs to be included in the 10-year Plan and it really strikes me that you seem to be undermining the improvements that are going to be made along IH 635 if you do not fix that bottleneck at IH 635 and IH 30 and tie up a lot of truck traffic, create a lot of congestion, just listen to KRLD and realize how much of a problem that is in area. Just disappointed to see that and troubled by it, but will share some other comments with staff.

Kathryn Wilemon, Arlington City Council, Nov. 10, 2016

We are appreciative of the IH 820, 287, and IH 20, want to keep pushing that, know how important in this congested area. Listen also to traffic and accident reports every day. Thank you and still asking for more money.

Michael J. Hasler, City of Duncanville, Nov. 10, 2016

Thanks Adam! I was looking for a description of the IH 20/Cedar Ridge project. I believe you were going to check with TXDOT to find out what the project entails. We will need to let folks know what is envisioned for the area and any additional info you can provide would be greatly appreciated. Thanks so much.

Paul Luedtke, City of Garland, Nov. 10, 2016

I just noticed there is funding for all of IH30 except for through Garland. While we have agreed that this section has been done recently, there are some interchange improvements that are sorely needed. I don't expect this to be a significant amount, it will still need to be included in the plan. Can this be added to this plan with nominal funds included?

Response by Adam Beckom, NCTCOG

We will add it to our discussion list as we put the final touches on everything prior to your December STTC meeting. If they can't be included here, we can add them to the

candidate list for discussion in the next round of STP-mm projects. Jeff Neal may be able to shed some more light on what our thought process was for what we selected along IH 30.

Mark Nelson, City of Denton, Nov. 10, 2016

April,

Thanks for sending this information out. Please note that I had a previous conflict, meeting with policy makers and was unable to make the Special Called STTC meeting regarding this issue. Please reflect this on the attendance report.

Additionally, this may be more for Dan and appropriate STTC/RTC Staff; there appears to be a disparity of funding in terms of the four core counties (Collin, Dallas, Denton & Tarrant). I would welcome a discussion or explanation on the project decision matrix.

Jerry Dittman, City of Mesquite, Nov. 11, 2016

I am on all the technical teams for freeway projects and have been for 15 years. I am on both the East Corridor and LBJ East technical review groups. TxDOT just briefed the IH30 corridor to my Council on Monday, and the only thing mentioned about the IH30 corridor was that the IH635/IH30 interchange was in the LBJ East Project and would be accommodated by the IH30 project – not impacted by it. In fact, the schematics for the IH30 that I reviewed just last Thursday do not include the section of IH30 from Gus Thomasson to N Galloway is omitted from the IH30 East Corridor project, and CityMap has no impact in Mesquite that far east of Dallas, so some of Michael's commentary yesterday was surprising to say the least. The fact that the City of Mesquite was excluded from TxDOT-NCTCOG coordination and such a major decision on project phasing and funding is a bit disturbing considering our involvement to date. I therefore respectfully request a meeting between City, NCTCOG and TxDOT staff's to discuss our options before Thanksgiving as doing nothing for the next 10 years is unacceptable.

Mike Sims, City of Terrell, Nov. 11, 2016

1) Is it correct to interpret the 10 year plan presented as an addition to projects currently identified in the TIP and STIP? I'd like to get a summary to our Mayor showing Kaufman County items overall in the next few years and I need a little help pulling that together. For example, if we combined the TIP and the 10 year plan, what's the combined dollar amount for the Dallas TXDOT district and for Kaufman County?

2) What is the status of the Bush extension from IH30 down to US80?

3) I notice the long-range plan shows improvements on SH205 from IH30 to US80. That seems odd, SH205 changes names at US80 and continues a short distance to IH20 can you clarify this point. I have an active Pass Through Finance project on that connecting section of FM 148 and I would like some clarity on how it is treated in the Plan and TIP.

4) The US80 improvement from IH30 to FM460 show as dependent on an IH30 study. Please send me information on the status of that study and contact information for the folks working on it.

Response by Adam Beckom, NCTCOG

- 1) That's correct. Projects currently in the TIP are not affected by the 10-yr effort. These are new funds. Below is a breakdown that I think you are looking for. Please let me know if you need additional information.

All of these are as of July 2016 aka 2017-2020 TIP Development

All Projects in Dallas District in 2017-2020 TIP = \$4,001,325,621

All Project Implemented by TxDOT Dallas District in 2017-2020 TIP = \$2,303,776,145

All Projects in Kaufman County in 2017-2020 TIP = \$62,288,089

All Projects Implemented by Kaufman County in 2017-2020 TIP = \$26,800,000

- 2) It's our current understanding that the SH 190 East Branch project is still on an indefinite hold. We are aware though that the City of Sunnyvale has continued to coordinate with the public and TxDOT on its own to better define what the preferred alignment may be through its jurisdiction
- 3) The FM 148 project was added to the TIP through the 2017-2020 TIP development effort. The projects selected for funding in the 10-Year effort are not included in the TIP just yet. Projects in the TIP are considered funded so they will not be affected by the 10 Year effort.
- 4) Grace Lo with TxDOT is the lead on this study. She can provide a status update as well. She can be contacted at Grace.Lo@txdot.gov or by phone at 214-320-6627

Sylvia Allen, Nov. 15, 2016

I am responding to you all needing input on the 157 and Student Road congestion in Venus Texas 76084. This town is in need of a light at least for this area. Their are new student drivers mixed in with moms with small kids and its a death trap. I have nephews I take to school from time to time and I can't believe the dangerous situations I see each time I do it. I now drive on the back side down 108B to avoid this area. I live on 157. You all need to do something fast because someone is going to seriously hurt or die if this problem isn't fixed in the near future. Our town is growing too fast for you guys to ignore this issue to much longer. Thanks for your interest.

Orville Cross, Nov. 15, 2016

Please, Please do something with Hwy. 157 by the schools. in Venus Texas. Maybe a signal light or four way stop signs. Venus is growing fast and we need some relief. We love our children and do not want to see harm come to them. Thank you.

Elizabeth Erbst, Nov. 15, 2016

157 thru Venus, TX near the school district needs to be re-routed ASAP. That is a very dangerous curve with close calls on a daily basis. I have seen accidents there as well. Please make that section of 157 safer for motorists and pedestrians. Our children's lives are important.

Melissa Arellano, Nov. 16, 2016

The area of 157 near the schools is a major concern. There are times that I can't get out of my neighborhood to get to work/school. Just the other day I witnessed a car crash involving 4 cars, because there isn't a traffic light. No one seems to know which person has the right of way.

Kevin Hugman, City of Duncanville Nov. 17, 2016

Hi Michael – I wanted to follow up on our conversation from last week following the RTC meeting about the project listed on the regional 10-year plan for “IH-20; Cedar Ridge to US 67.” The project description is “Frontage roads and ramp reversals; enhanced IH 20/SW Center Mall Access.” You indicated that the project was intended for ramps on IH-20 near US 67 and was specifically for access to SW Center Mall. You did not believe it included any frontage roads along IH-20 to Cedar Ridge, but were going to confirm the scope of the project. Have you been able to do so yet? Please let me know since the idea of frontage roads to Cedar Ridge Drive has been a contentious issue in Duncanville. Thanks!

Malessa Woolheater, Nov. 17, 2016

The curve on FM 157 by the Venus ISD (by the Venus Post Office) is a dangerous intersection. It is a very high traffic area and I have seen accidents there as well as witnessed people not yielding to the traffic turning on to the road where the post office is located and causing near accidents to happen as well. There needs to be a light installed at this location or something to protect people leaving the schools as pedestrians, car riding children and buses before and after school as well other times through out each day. Thank you for your consideration in this matter.

Teven Heisey, Nov. 17, 2016

FM 157 at Venus ISD is very dangerous. The curve there causes wrecks weekly. Thought none have been severe recently, it is still a horrible place to try to drive. The curve needs to be straightened out.

Rachel Roberts, Nov. 17, 2016

The intersection at 157 and the Venus Post Office is extremely hazardous, especially at peak school times. The double stretched "S" curve as on only inlet/outlet for the FM road's access to neighboring towns as well as is the primary entrance access from the hwy to the VISD campuses. Please consider this area for a hazard, not only for traffic concerns but also the safety of the children traveling to and from school. Thank you for your time.

Sharron Pyle, Nov. 17, 2016

The curves are a big problem in Venus especially during school start and end times of the day. I think a light would just back up traffic. I wish the road could be reconfigured. Also surrounding roads to that area in all directions need to be improved to help with traffic flow. The town should not have put all the schools in one location to constrict movement of traffic. The entry in and out of the post office at that location doesn't help either.

Mike Thrash, Nov. 17, 2016

In Venus. By the post office is a very dangerous intersection Especially around school time. Please address the situation. Thank you

Jason Watson, Nov. 17, 2016

157 in Venus near school really needs a stop sign. Super dangerous esp. before and after school

Jenny Gilreath, Nov. 17, 2016

The "intersection" at the 157 curve near the Venus ISD building and the Post Office is a nightmare. Before school you have cars going right, left, straight off of 157, and cars at either stop sign at 8th St and Student Dr/main trying to gauge which direction those cars are going so they can quickly whip onto Main/157 without being hit. The stop sign at Student Dr/Main backs up past the Primary school and takes 15-20 min to get through in the morning.

Beth Humphus, Nov. 17, 2016

I have lived in Venus for 12 years and the intersection on 157 where it meets the schools is one of the most dangerous intersections there is. I currently work at the school and my children attend school, almost daily we are almost hit, or witness a close call. Many people I know have been in accidents including other teachers at the school. The curve with 2 streets turning makes it almost impossible to see the cars coming, while trying to make sure others aren't trying to turn, but to insure you don't turn to fast and hit a car trying to come out onto 157. You would think that the speed limit being 30 would help matters, but it doesn't, many motorcycle lists have gone off the road at that turn because it is so sharp. The problem there just gets worse as the years go by and more people move into Venus, and the schools become more populated. Please come and do something with this intersection, a stop light would be ideal, think of how many accidents would be prevented and how many lives could possibly be saved.

Wanda Thomas, Nov. 17, 2016

Hwy 157 in Venus by the schools is extremely dangerous. A teacher was in a car accident there recently. It's going to end up being one of the teen drivers one of these days. Please fix this!

Elizabeth, Nov. 18, 2016

The intersection in Venus at 157/Main St/8th is very dangerous. I would recommend a traffic light in this location because of the heavy traffic coming from the schools. Children need to be able to safely cross and also vehicles transporting students.

Linda Snyder, Nov. 18, 2016

We need a four way stop light there on 157. There are too many almost accidents and people not waiting their turn. Putting up a light will reduce all that.

Kim, Nov. 18, 2016

NCTCOG and TXDOT are seeking citizen input on traffic problems on FM 157 near Venus ISD until December 6, 2016. Please let them know how improving FM 157 will impact our community! there has been many wrecks at this turn due to all the traffic with all 4 schools close by or even they go stright and on coming traffic and will run u over needs a red light pretty bad we dont need some one killed before this happens.

James Groom, Nov. 18, 2016

I work in Venus and I live a few miles outside of town. My family and I travel this roadway almost on a daily basis and it is dangerous in the area that this project is proposed at. The worst times are when school dropoffs and pickups occur, but it is dangerous at all other times as well. This project would be a huge benefit for safety and the growth of out community.

David, Nov. 20, 2016

ref I-20 I would seriously look at the fantastic job the team did on rebuilding LBJ, with the sunken road below the main lanes. Very functional, makes great use of available land, cost effective. How about that on I-20

Mark Thomas, Nov. 22, 2016

I've lived off Matlock for over 20 years. I also worked on the 360/30 design for AECOM. What I-20 needs right now is to add an auxiliary lane from 360 south to 20 west to Collins and open the outside westbound mainlane which has been closed off for the ramp traffic. That is what's backing up the area since the turnpike opened. And that is a easy and quick fix compared to all the other options.

Randy Clark, Nov. 25, 2016

I drive south from DFW Airport to Texas 360 South five nights a week at around 9:30 p.m. and have done so for the last 14 years. A portion of the road that connects International Parkway southbound (Spur 97?) to 360 southbound needs to have the street lights turned on. I am referring specifically to the portion of the roadway that crosses over Texas 360 and Texas 183 and curves down to connect to southbound Texas 360. It is a dangerous curving connector and the pavement is poorly maintained. I hydroplaned and spun out one night on the way home. From the looks of the concrete guard rails, I am not the only who has had an accident on the connector. In my 14 years of driving it, I don't know if I have ever seen the street lights illuminated. Why is that? Can someone please fix the street lights so they will turn on after dark? Thank you for your help.

Kim, Nov. 28, 2016

Hwy 157 by post office and school My input, could use a major overhaul. Blind spot coming around corner and oeoe do not stop or yeild. A red light is very much needed for our safety.

Jessica Aguayo, Nov. 28, 2016

There needs to be a light or 4 way stop sign put in place on the 157 curve in Venus. It is so dangerous for the students that have no sidewalk to walk on and is also dangerous to the other drivers on the road.

Alex Nestor, Dec. 3, 2016

1. Toll roads are a regressive tax on those of use that must use them. HOV lanes seem a waste of concrete. Variable pricing toll charges are egregious. 2. If we really want mass-transit look to Europe as a model.

Jerome J. Dittman, City of Mesquite, Dec. 5, 2016

Michael and Dan,

Tim James relayed your request for clarification this morning. The intent and language of the Council resolution was to include funding for interchange improvements in the 10-YR UTP, not the full reconstruction of the interchange. At the Nov 21 city staff meeting with the Dallas District (Kelly Selman and Stephen Endres), we (Tim James and I) indicated the city's top three priorities for the interchange improvements. These are:

- A frontage road connection from Town East Blvd north along LBJ to eastbound IH 30 to partially alleviate congestion along northbound LBJ from US80 to IH30.
- Northbound and southbound continuous frontage roads along LBJ across IH30.
- Improving the heavy westbound IH30 to southbound LBJ and northbound LBJ to eastbound IH30 NAFTA traffic flow by possibly creating dual-lane ramps.

We also agreed that a comprehensive approach that leads to eventual full interchange reconstruction should be developed as this interchange is just as complicated and challenging as the LBJ-US75 interchange from a construction phasing perspective. Mr. Selman suggested using a design-build style contract for the interchange to permit contractors to use their creativity, with which we concur.

If you wish Mayor Pickett to clarify or comment on the city's position at the RTC, I am certain he will.

Also, it should be noted that the resolution also contained support for a public-private partnership/CDA to fund LBJ East.

Please do not hesitate to call or email me any questions you may have.

Derek Borg, City of Princeton, Dec. 7, 2016

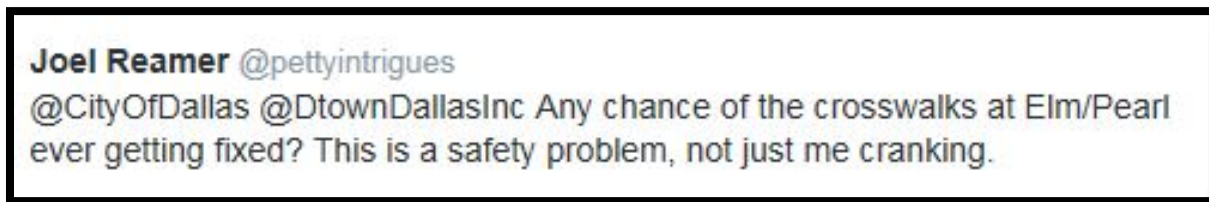
I will follow up with a formal letter. The city of Princeton is in desperate need of the FM546 Project to connect the City to US75 via Hwy5. This was at the top of the list on the County plan before the LARS became the topic of discussion. Please communicate our concerns to the appropriate individuals. Thanks for your help. I will try to have a letter out in the next day or so with a better explanation.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

RT @visitplano: Easy to get from Plano to @StateFairOfTX using DART! @dartmedia – Bruce D. Glasscock (@PlanoCityMgr)



The #LookOutTexans focus on peds/cyclists is blood-boiling when you can't even provide us safe basic infrastructure, @NCTCOGtrans – Joel Reamer (@pettyintrigues)



This #LookOutTexans ad is >200' from a prime stretch of Elm in downtown @CityOfDallas with no proper sidewalks on either side, @NCTCOGtrans. – Joel Reamer (@pettyintrigues)



I would think it is 100%. – TriRussell (@TriRussell)



#WestportWiNG™ vehicles assisting in @NCTCOGtrans #CNG first responder training today at the @DFWAirport Fire Training Center – WestportFuelSystems (@WestportDotCom)



That time that org promoted walking to school, while celebrating 50 yrs of working to make doing so as dangerous and undesirable as possible – Dallas May (@1DaIM)



Happy #WalktoSchoolDay. Good luck, kids. @NCTCOGtrans – Dallas May (@1DaIM)



Noting that @NCTCOGtrans has failed to adopt #VisionZero, does it have a targeted # of pedestrian/motorist deaths/year it deems acceptable? – Wylie H Dallas (@Wylie_H_Dallas)

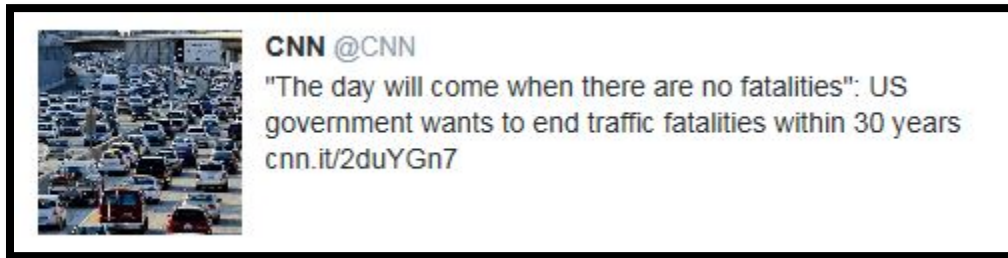
This is why you should try cyclocross! @FortWorthCX – TriRussell (@TriRussell)



Went to one of these collisions earlier in the week and just had a 7th grader knocked off her bicycle by an SUV!! – Neil (@UK_CSI_in_TX)



This is great, but does @NCTCOGtrans want to reduce deaths if interferes with Michael Morris' "system?" – Wylie H Dallas (@Wylie_H_Dallas)



I can't believe @NCTCOGtrans has the brass to tell peds to #LookOutTexans with so many non-existent crosswalks/sidewalks...at transit stops – Joel Reamer (@pettyintrigues)



@Dallas_Sheriff management met today with @NCTCOGtrans to discuss current and future transportation issues affecting North Texas. – DSO (@Dallas_Sheriff)

The TRE will expand operation hours beginning Monday, Oct. 24. More information: bit.ly/2dEioga – NCTCOG Transportation Department (@NCTCOGtrans)

Can't wait to see how this impacts ridership numbers! #TransitAlternatives – Loren S. (@txbornviking)

What I like most about new #TRE schedule is easy to understand 30min & 60min headways. Later hours too are great! #TransitAlternatives – Loren S. (@txbornviking)

Wow! The new Trinity Railway Express service every 30/60 minutes #Dallas & #FortWorth is awesome! @TXRailAdvocate – Peter J LeCody (@railadvo)

Great News People! – Texas Rail Advocates (@TXRailAdvocate)

The @NCTCOGtrans did a great workshop on Road Diets. Case in SF cost 135k for a 1.8mi conversion. Cheap and saves lives. That's a twofer. – Nathaniel Barrett (@ncoxbarrett)

@TomBamonte promotes traffic signal data sharing program at @NCTCOGtrans - cars sharing info w/ infrastructure #thefutureisnow – DRC Public Policy (@DRCpublicpolicy)



@NCTCOGtrans is moving into the future - @TomBamonte leading NTX w/ robot cars and smart infrastructure! (RTC approves data sharing project) – Philip Haigh (@philip_inRL)

#Transportation innovation, technology & more, featuring @TxDOT @NCTCOGtrans @TTI @LeeforDallas Get tickets at <http://bit.ly/transportation-xroads> – North Dallas Chamber (@NDCC)

2016 Transportation Crossroads Conference

Friday, October 21, 7:30 a.m. - 1:30 p.m.
 Hilton Anatole Hotel, 2201 N. Stemmons Freeway
 TICKETS: \$100/NDCC & supporting sponsor members, \$150/fee-members
 TO REGISTER: Visit www.ndcc.org/transportation-crossroads or call 214.368.6485

AGENDA

- 7:00 a.m. Registration & Continental Breakfast, sponsored by DART. Display tables open.
- 7:30 a.m. Welcome
 David Cryso, P.E., Senior Project Manager, BGE, Inc.
- 7:45 a.m. Panel Discussion: The Realization of HB 20
 Moderator: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments
 Speakers: The Honorable Don Halliday, Vice Chairman, Texas Senate Transportation Committee
 The Honorable Ron Simmons, Member, Texas House of Representatives
 Transportation Committee
 Victor Vandenbrink, Member, Texas Transportation Commission
- 9:00 a.m. Break. Display tables open.
- 9:15 a.m. Panel Discussion: Innovation and Technology
 Moderator: Nasser Abusaid, P.E., Principal, CMI Associates, Inc.
 Speakers: Ron Nag, Senior Director, Digital Systems Marketing – Automotive/Communications/Personal Electronics, Texas Instruments
 Christopher Pace, Ph.D., Assistant Director, Connected and Automated Transportation Strategy, Texas A&M Transportation Institute
- 10:30 a.m. Break. Display tables open.
- 10:45 a.m. Panel Discussion: Local Perspectives
 Moderator: George Blank, P.E., Senior Vice President, Hitt-Zollars, Inc.
 Speakers: The Honorable Lee Kishinas, Chairman, Dallas City Council Transportation & Trinity River Project Committee
 Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, North Texas Tollway Authority
 Kelly Sullivan, P.E., Dallas District Engineer, Texas Department of Transportation
 Gary Thomas, P.E., President/Executive Director, DART
- 12:00 p.m. Luncheon
 Welcome: Mike Hegarty, P.E., Vice President, HNTB Corporation

Introduction of Keynote Speaker:
 Drew Campbell, Executive Director, Dallas Regional Mobility Coalition

Keynote Address
 The Honorable Glenn Hegar, Texas Comptroller of Public Accounts

Gold sponsors

- AECOM, BURNS & MCDONNELL, CH2M HILL, BCE, CLARVER, HDR, HNTB, DANNENBAUM ENGINEERING CORPORATION, JACOBS, HUITZ-ZOLLARS, LAUTEPRESS, Locke Lord, PUGHNUT, WSP, AMSONS

Silver sponsors

- CobbFendley, L&N, Lockheed Martin, NATHAN D. JAMER

Supporting sponsors

- ACEC, NORTH TEXAS COMMISSION, DRMC, TEXAS

Noting @NCTCOGtrans decision not to embrace #VisionZero, does it have acceptable annual "death budget" for Dallas? Say, 250 dead/year is ok? – Wylie H Dallas (@Wylie_H_Dallas)

It's Nat'l School Bus Safety Week. This year's theme is #stoponred. <http://bit.ly/2dn4Mce> @NAPTHQ – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans The theme is actually "Bully Free Zone". Stop on Red is the poster contest theme, which is the 2017 NSBSW theme. – NAPTHQ (@NAPTHQ)

TXDOT's overhaul of Lowest Stemmons' ramps will boost rush hour speeds from 15 to 50 mph. Without Trinity Toll Rd. – Angela Hunt (@AngelaHunt)



@AngelaHunt @dallasnews Why didn't @NCTCOGtrans ever explain this to us? More than ever, I find @NCTCOGtrans to be untrustworthy. – Wylie H Dallas (@Wylie_H_Dallas)

Listening session for the @txdot #txclearlanes initiative in Ft Worth @TxDOTCommission @NCTCOGtrans @TxDOTFTWPIO – Jerry Haddican (@JerryHaddican)



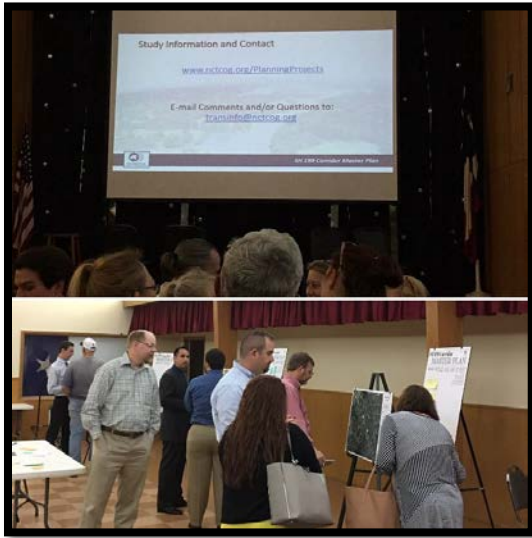
Michael Morris of @NCTCOGtrans speaking on HB 20 at #Transportation Conference, w/ @DonHuffines @RonSimmonsTexas & Victor Vandergriff – North Dallas Chamber (@NDCC)

Good news for transit customers! – dartmedia (@dartmedia)

NCTCOGTransportation @NCTCOGtrans
\$1.4M federal grant to boost NTX transit-oriented development
planning: bit.ly/2dDmdCh #Transit TOD



@NCTCOGtrans State Highway 199 Master Plan public meeting & open house could include #transit improvements such as a bus park-n-ride. Nice. – Curvie Hawkins (@dubnation)



AMPO extends a huge thank you to the @NCTCOGtrans staff for your support and generosity in hosting #AMPO2016 – AMPO (@Assoc_MPOS)



AirCheckTexas Continues Program With \$16 Million Available for North Texans
<http://www.nadallas.com/DAL/October-2016/AirCheckTexas-Continues-Program-With-16-Million-Available-for-North-Texans/> ... @NCTCOGtrans #emission #texas – Natural Awakenings (@NaturalDallas)



Have fun tonight, kids. We hope you get lots of candy. But most of all, stay safe!
#HalloweenSafety – NCTCOG Transportation Department (@NCTCOGtrans)



It's really hard to stay safe when @NCTCOGtrans & @TxDOTFTWPIO have done such a poor job ensuring decent pedestrian infrastructure. – Wylie H Dallas (@Wylie_H_Dallas)

Thanks to Dallas-Fort Worth Clean Cities for signing up to host an #AFVDayOdyssey 2017 event! @NCTCOGtrans – Odyssey 2017 (@NAFTC_Odyssey)



Federal grant \$\$ to help fund improvements at/around DART Parker Road station
@cityofplanotx @dartmedia @NCTCOGtrans <https://communityimpact.com/dallas-fort-worth/plano/development-construction/2016/11/01/north-central-texas-council-government-partners-city-plano-transit-improvement-projects-redevelopment-studies/> ... – Community Impact PLN (@impactnews_pln)



But TX transpo \$ decisions are all generally made disproportionately by white men at
@HGACmpo @NCTCOGtrans @CAMPOTexas @TxDOTCommission – Jay Blaezk Crossley (@JayCrossley)



Find out where your tolls go in @TollTagTidbits' latest animated video series:
<http://bit.ly/2ejDcLC> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TollTagTidbits I already know... from Dallas County drivers to subsidize construction of new sprawl roads in outlying suburbs! – Wylie H Dallas (@Wylie_H_Dallas)

\$76 million Parker County Trans Bond passes 58%-42%. @NCTCOGtrans @FreeseNichols Parker County continues to #driveforward @bbarth2323 – Judge Mark Riley (@judgeriley)

Public engagement shdn't happen once every 4yrs. Attend a @NCTCOGtrans public meeting. Next one next Tues @cityoffortworth Shamlee library. – Curvie Hawkins (@dubnation)



@CityOfDallas receiving the Arlo Award from @NCTCOGtrans – Serve Dallas (@AdamMcGoughD10)



What Make America Great Again means - no foreign ownership of Texas tollway concessions @TxDOT @KonniBurton @NCTCOGtrans – Dr. Steven D. Sanders (@DocEngineering)



Full house tonight @cksdallas to present NWH & Preston Area Plan Product of hard working task force members, @KimleyHorn and @NCTCOGtrans – Jennifer S. Gates (@cmjsgates)



Commissioner Jeff Austin III talks about the #EndTheStreakTX campaign. 16 years without a deathless day on Texas roads since Nov. 7, 2000. – TxDOT Commission (@TxDOTCommission)



@TxDOTCommission Any chance @NCTCOGtrans & @TxDOTDallasPIO will ever prioritize safety/sustainability over highway sprawl/speed? – Wylie H Dallas (@Wylie_H_Dallas)

Inspiring anti-idling video from our friends @NCTCOGtrans #CleanCities – OK Clean Cities (@OKCleanCities)



With another stadium to build, will @CityOfArlington change its mind about mass transit? – Julieta Chiquillo (@jmchiquillo)



What do you know about the modern roundabout? The Fort Worth City Hall (City of Fort Worth) currently has eight projects that include these circular intersections: <http://bit.ly/2fCS3yO> – NCTCOG Transportation Department



Ooof. If you say so... – Rick Bollar

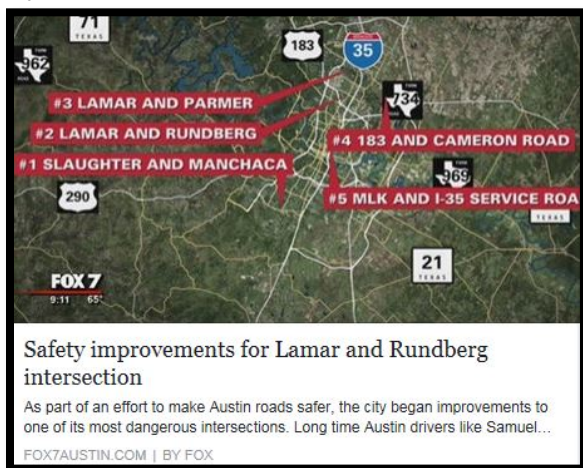
[He says he sees accidents here all the time, lot involving pedestrians. Police said this year, 20 people have been hit and killed on Austin roads. In 2015 that number was 30.

“We need to engineer something here that would help, mostly the people walking, said Yamthe.

The city is installing high visibility crosswalks and converting old crossings into full signal pedestrian crossings, just to name a few. One of the things they'll do for drivers is build raised medians.

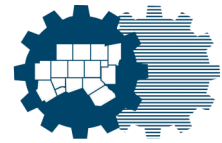
It's a part of Austin's “Vision Zero” plan, to have zero fatalities. With these improvements they're hoping to see that come true.]

"Vision Zero" is a nationwide program to re-engineer traffic infrastructure to make it safer. To date, NCTCOG Transportation Department and the city of Dallas have declined to participate. – Wylie H Dallas



WHAT DO YOU THINK? TELL US.

Regional Transportation Public Input Opportunity



North Central Texas
Council of Governments

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, are seeking public input.

Information will be posted online at www.nctcog.org/input for public review and comment Dec. 13, 2016 - Jan. 11, 2017.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, Texas 76005

ONLINE REVIEW & COMMENT

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

The UPWP for regional transportation planning provides a summary of the transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for public review and comment.

STAY IN THE KNOW

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2020 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. To view the current set of project modifications, visit www.nctcog.org/trans/tip/.

Governor's Proposed Ozone Classification

On October 1, 2015, the Environmental Protection Agency (EPA) revised the eight-hour ozone standard to less than or equal to 70 parts per billion (ppb). Per the Federal Clean Air Act, states submit recommendations for which counties should be designated as nonattainment within one year of the revision to the ozone standard. Governor Gregg Abbott submitted the formal nonattainment recommendations for the State of Texas to the EPA on September 30, 2016. The recommendation for North Central Texas included the existing 10-county nonattainment area, with the addition of Hood County. The EPA will review all state submittals and anticipates final designations to be announced in October 2017. For more information, visit www.nctcog.org/trans/air/ozone/.

www.nctcog.org/input

For special accommodations due to a disability or language translation, call 817-608-2365 or email cbaylor@nctcog.org. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org. Se harán las adaptaciones razonables.*

DRAFT



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

December 8, 2016

The Honorable Tryon D. Lewis
Chair
Texas Transportation Commission
Texas Department of Transportation, Austin
125 E. 11th Street
Austin, TX 78701

Dear Chair Lewis:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, have coordinated with staff from the Texas Department of Transportation (TxDOT) District offices and local agencies to develop a 10-Year Plan as part of the House Bill 20 (HB 20) requirements and for inclusion in the FY2017 Unified Transportation Program (UTP). Through a coordinated approach, NCTCOG and TxDOT District staff developed a comprehensive, performance-driven approach to prioritize and select projects based upon congestion, safety, freight traffic, and environmental justice. Attention was also placed on projects under construction, as several of these projects were built in phases when inadequate funding was available. This effort further refines the 10 year staging of the current metropolitan transportation plan and results in \$6.98 billion in funded projects.

Public meetings were held throughout the region in September 2016 to outline the selection process and to request public comments. Additional public meetings were held in November 2016 to present the draft listings for public review and comment. Multiple coordination meetings were held between RTC staff and the TxDOT Dallas, Fort Worth, and Paris Districts. Both the process and project listings have been reviewed and approved by the Surface Transportation Technical Committee (STTC) and the RTC, after significant local government coordination and consensus building.

The Dallas-Fort Worth region appreciates the responsibility placed on the RTC and TxDOT by the Texas Transportation Commission (TTC). While it is a significant amount of new funding, the congestion levels and needs of the region, documented in the current metropolitan transportation plan exceed even this new funding. As such, the region will pursue three public-private partnerships through the next legislative session using Category 2 Metropolitan Corridor funds. In addition, the RTC asks that the TTC pass along to the State Legislature both its appreciation for funding identified to date and its request to continue seeking additional funding. To this end, enclosed is a copy of a November 23, 2016, letter from Collin County [and a November 30, 2016, letter from the City of Grapevine](#) to the RTC that demonstrates the continued need for funding in urban regions. The current allocation with Proposition 1 and 7 restrictions, is less funding than the previous decade.

DRAFT

Page Two

December 8, 2016

Enclosed is the 10-Year list of projects, as requested by the TTC. In addition, this satisfies the HB 20 requirement for the Dallas-Fort Worth region. For additional information, please contact Michael Morris, Christie Gotti or me at 817-695-9240.

Sincerely,

Ron Jensen, Chair
Regional Transportation Council
Mayor, City of Grand Prairie

AB:tw
Enclosures

cc: The Honorable Jeff Austin III, Commissioner, Texas Transportation Commission, TxDOT
Austin
The Honorable J. Bruce Bugg, Jr., Commissioner, Texas Transportation Commission,
TxDOT Austin
The Honorable Laura Ryan, Commissioner, Texas Transportation Commission, TxDOT
Austin
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission,
TxDOT, Austin
James M. Bass, Executive Director, TxDOT Austin