



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.

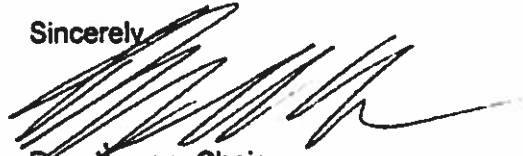
Public meetings were held throughout the region in September 2016 to outline the selection process and to request public comments. Additional public meetings were held in November 2016 to present the draft listings for public review and comment. Multiple coordination meetings were held between RTC staff 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.

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



**COLLIN
COUNTY**

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

November 23, 2016

RECEIVED

DEC 07 2016

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

TRANSPORTATION

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

