

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, May 27, 2022 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

- 1:30 – 1:35** 1. **Approval of April 22, 2022, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Tanya Brooks, STTC Chair
Item Summary: Approval of the April 22, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A
- 1:35 – 1:40** 2. **Consent Agenda**
 Action Possible Action Information Minutes : 5
- 2.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings**
Presenter: Brian Dell, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents will be requested.
Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 2.1](#) contains an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.
- Performance Measure(s) Addressed: Roadway, Transit
- 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program**
Presenter: Jason Brown, NCTCOG
Item Summary: Staff will request Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects.
Background: The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental

Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Three applications were received by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 2.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

2.3. **Endorsement of Western Subregion Transit Partnership**

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council approved [Electronic Item 2.3](#) on transit partnerships that permits a path forward for the East Lancaster corridor to be submitted for federal Discretionary funds. Item 6 contains the Lancaster project.

Background: [Electronic Item 2.3](#) presents the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program is included in the approval request. Again, the Lancaster project is requested for approval in Item 6.

Performance Measure(s) Addressed: Safety, Transit

1:40 – 1:50

3. **Mobility 2045 Update and Transportation Conformity**

Action Possible Action Information Minutes: 10

Presenters: Amy Johnson and Vivek Thimmavajjhala, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of the Mobility 2045 Update and corresponding 2022 Transportation Conformity results will be requested. Staff will present a brief overview of recent efforts and draft conformity analysis results. Staff will present information regarding:

- Public comments received
- Schedule for completion
- The draft Mobility 2045 Update final document, including:
 - Roadway recommendations

- Arterial recommendations
- Public transportation recommendations
- Freight and aviation recommendations
- Sustainable development recommendations
- Nonmotorized transportation recommendations
- Transportation programs
- Transportation policies

The draft Mobility 2045 Update final document and the draft recommendations are identified graphically and in tabular format and are available at www.nctcog.org/PlanInProgress. Draft project listings are included as [Electronic Item 3.1](#), and a comprehensive list of public comments received is available in [Electronic Item 3.2](#). Additional details are provided in [Electronic Item 3.3](#).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2018 with the adoption of Mobility 2045. Staff has continued comprehensive and coordinated MTP development with a variety of efforts. The Clean Air Act (CAA) requires Metropolitan Planning Organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted a successful analysis for the required MVEB analysis year (2023), the MTP horizon year (2045), and interim years (2026 and 2036). The RTC is expected to take final action on both documents in June 2022.

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

4. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of proposed updates to the funding distributions between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions.

Background: The RTC selects projects to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds. To ensure equity within the region, once these funds are distributed by the Texas Department of Transportation (TxDOT), the RTC seeks to program funding to the eastern and western subregions based on the proportion of each area’s emissions, demographics, and activity. Generally, the RTC re-evaluates the funding distribution after each new transportation funding bill is approved by the US Congress. The Infrastructure Investment & Jobs Act (IIJA) was signed into law in November 2021, so staff has initiated the process to update the region’s funding splits. Based on updated inputs

(e.g., demographics, emissions), adjustments to both percentages are being proposed. [Electronic Item 4](#) provides additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:10

5. **Funding Recommendations for the Electric Vehicle Charging Station Call for Projects**

Action Possible Action Information Minutes: 10

Presenters: Jared Wright, NCTCOG

Item Summary: Staff will request Committee approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects.

Background: The North Central Texas Council of Governments (NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight of Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. [Electronic Item 5.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 5.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

2:10 – 2:20

6. **Endorsement of Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) endorsement of projects submitted for funding consideration through the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This \$2.85 billion program solicits project applications for three combined funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL).

Background: In March 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY 2022 MPDG Discretionary Grant

Program (<https://www.transportation.gov/grants/mpdg-announcement>). The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for state and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide (with additional details provided in [Electronic Item 6.1](#)). Applications are due to the US DOT by May 23, 2022. For the east subregion, NCTCOG submitted the South Dallas County Inland Port Multimodal Connectivity Project as a consolidated application under both the INFRA and RURAL Grant programs. Additionally, NCTCOG partnered with the Texas Department of Transportation (TxDOT) – Dallas District as a co-sponsor for the re-submittal of the IH 30 Downtown Dallas Canyon Project under both the INFRA and MEGA Grant programs (originally submitted in FY 2021 under INFRA). For the west subregion, NCTCOG resubmitted the East Lancaster Avenue Complete Streets and Transit Technology Project under both the INFRA and MEGA Grant programs (originally submitted in FY 2021 under INFRA). This provided a path forward for the East Lancaster Avenue project to be submitted for INFRA and MEGA funding. The proposed action for endorsement is contained in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Goods Movement, Roadway

2:20 – 2:30

7. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Chief Engineer, Bill Hale’s retirement
- RTC Bylaws Revisions Subcommittee and Nominating Subcommittee announcement at RTC Meeting in May ([Electronic Item 7.1](#))
- TRB Report 26555/Metropolitan Planning Organizations Strategies for Future Success
- IH 635/IH35 Wishbone Connector Revenue Share ([Electronic Item 7.2](#), [Electronic Item 7.3](#), [Electronic Item 7.4](#))
- Status Report on Federal Highway Administration Alternative Fuel Corridors and the Bipartisan Infrastructure Law: Texas Department of Transportation’s feedback deadline date of May 15, 2022, extended to June 15, 2022

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:40

8. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will discuss available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released.

Background: Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region's competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff is continuing to develop a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending BIL discretionary grant programs. With feedback and collaboration from the Committee and other partners, the objective for this tool will be a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each BIL competitive opportunity, enabling enhanced chances for future funding to be awarded to the region. Staff will outline progress in developing this tool, highlight the anticipated schedule and points of contact for upcoming NOFOs, and discuss additional project slotting coordination and development strategies.

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

9. **Environmental Score Card and Air Quality Task Force**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: At the request of Regional Transportation Council Chair, Theresa Daniel, staff will provide information on environmental efforts currently ongoing and future opportunities.

Background: As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts will be highlighted along with indicators measuring the state of impact. This outlook will aid in the summer's Fiscal Year 2024-2026 Management and Operations, Regional Air Quality, and Safety Funding Program.

Performance Measure(s) Addressed: Air Quality, Safety

2:50 – 2:50

10. **Fast Facts**

Action Possible Action Information Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
2. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 10.1](#))
4. 2022 Ozone Season Update ([Electronic Item 10.2](#))
5. Status of Ozone Reclassification ([Electronic Item 10.3](#))
6. TCEQ Response to NCTCOG Input on Alternative Fueling Facilities Program ([Electronic Item 10.4](#))
7. April Public Meeting Minutes ([Electronic Item 10.5](#))
8. June Public Meeting Notice ([Electronic Item 10.6](#))
9. Public Comments Report ([Electronic Item 10.7](#))
10. Written Progress Reports:
 - Local Motion ([Electronic Item 10.8](#))
 - Partner Progress Reports ([Electronic Item 10.9](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on June 24, 2022.**

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
April 22, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, April 22, 2022, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Bryan Beck, David Boski, Keith Brooks, Tanya Brooks, Ceason Clemens, Kent Collins, Clarence Daugherty, Greg Dickens, Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss, Eric Gallt, Ricardo Gonzalez, Gary Graham, Tom Hammons, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Thuan Huynh, Gus Khankarli, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Akar Pokhrel, Kelly Porter, Tim Porter, Greg Royster, Kathryn Rush, Moosa Saghian, David Salmon, Brian Shewski, Walter Shumac, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Shakeel Ahmed, Vickie Alexander, Tom Bamonte, Emily Beckham, Natalie Bettger, Angie Carson, Brian Dell, Christie Gotti, Duane Hengst, Andrew Hooker, Jim Jarratt, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Jody Loza, Michael Morris, Bailey Muller, Jenny Narvaez, Catherine Osborn, Minesha Reese, Toni Stehling, Shannon Stevenson, Brendon Wheeler, Amanda Wilson, and Kate Zielke.

1. **Approval of March 25, 2022, Minutes:** The minutes of the March 25, 2022, meeting were approved as submitted in Electronic Item 1. John Polster (M); Daniel Vedral (S).
The motion passed unanimously.
2. **Consent Agenda:** There were not any items on the Consent Agenda.
3. **RAISE, Trinity Metro Partnership and "INFRA": Making Partnerships in Constrained Scheduling Environments:** Michael Morris updated the Committee on the latest information regarding the Rebuilding American Infrastructure and Sustainability and Equity (RAISE) grants submitted to the Regional Transportation Council (RTC), a proposed transit partnership with the City of Fort Worth and Trinity Metro and the resultant implications to the next round of "INFRA" grants. At the March Surface Technical Transportation Committee (STTC) meeting, Trinity Metro was going to submit Rail Extension into the Hospital District but elected not to so staff submitted the Rail Extension into Fort Worth. With permission from Trinity Metro to submit it, the commitment made by STTC was honored. It is a test of the new transportation legislation that permits money to be used on airports. Staff kept to the STTC recommendations and didn't change course. In regard to the Katy Lofts, staff is working on a solution with a different path moving forward and will bring it back to the Committee. It was proposed to advance Lancaster and the INFRA project as we did previously. In addition, it was proposed to get the East Fort Worth rail station across the goal line with a slight adjustment to the guaranteed transit program. Through the Guaranteed Transit Program transit vehicles use the toll managed lanes and if passengers do arrive to their designation on time, their fares are paid directly to the transit agency. The three items that the Committee and RTC approved and submitted were the South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades, South Dallas County Inland Port Multimodal Connectivity, and the International Parkway Advanced Mobility Program. The South Dallas County Inland Port Multimodal Connectivity project was submittal at 5:01 pm through RAISE. Staff will resubmit it under INFRA. Action requested was to resubmit, if necessary, the South Dallas County Inland Port Multimodal Connectivity

project under INFRA and permit staff to also submit the Lancaster project under INFRA. Updated financial information provided in the presentation was uploaded to the STTC website for member reference. Michael recognized Christie Gotti, Brian Dell, and Shannon Stevenson for all the time spent to gather the information on this item. Michael provided a walkthrough of the five projects: 1) TEXRail Extension to Hospital District; 2) Katy Lofts; 3) E. Lancaster Corridor; 4) Trinity Lakes Station; and 5) Guaranteed Transit (IH 35W) also known as the cost revenue matrix. Recommendations include a slight adjustment be made on the Guaranteed program, additional money be put into that initiative under new RTC Federal; relieve Trinity Metro of its dollar amount and recapture that money for the rail extension into Fort Worth that was not submitted as part of the RAISE grant. Trinity Lakes Station is pretty far to the east, relieving Trinity Metro of its part of the monies to be put into the rail extension into Fort Worth. No additional money was requested from NCTCOG for Lancaster, we will try to fund it more directly. Katy Lofts was approved for \$11 million, and the City of Fort Worth believes it can work with its developers to get it funded. In order to make sure Katy Lofts still happens, money will be moved into the TEXRail Extension project. The total equates to \$62.06M in new RTC funding. Trinity Metro has to weigh in on this with regards to moving forward. Brian Beck asked if the Lancaster budget is moving forward? Michael responded with the requirements for the Lancaster project and being on Texas Department of Transportation right of way, it can be done within the 5-year time frame. Kelly Porter commented this is consistent with what has been discussed and the City of Fort Worth is working on the resolution and hoping to get that to Council next month. Chad Edwards echoed what Kelly Porter mentioned.

A motion was made to approve the South Dallas County Inland Port Multimodal Connectivity be resubmitted under INFRA and to permit staff to submit the Lancaster project under INFRA along with \$62.06M in new RTC funding. Kelly Porter (M); Chad Edwards (S). The motion passed unanimously.

4. **\$15M Dallas Area Rapid Transit/Garland Partnership that Expedited the IH 635 East Project:** Christie Gotti updated the Council on a partnership between Dallas Area Rapid Transit and the City of Garland to expedite the IH 635 East project. In September 2019, the Regional Transportation Council approved a partnership with the City of Garland to aid in the implementation of the IH 635 East project. That action included approval of \$15 million but required that the specific project to be funded be brought back for RTC approval. Garland has identified a project of interest, which is land banking and redevelopment activities near the South Garland Transit Center. The City prefers to use local funding for their redevelopment efforts at the South Garland Transit Center. In order to accomplish this goal, a three-party partnership is proposed between Dallas Area Rapid Transit (DART), the RTC, and the City. As such, Dallas Area Rapid Transit (DART) has agreed to aid in the partnership by providing local funds to the City if the RTC provides the same amount of federal funds back to the transit agency. DART proposes that the RTC funds be placed on the Silver Line Rail Project that is currently under construction.

A motion was made to approve \$15 million in federal Congestion Mitigation and Air Quality Improvement Program funds for the Silver Line Rail Project (from DFW Airport Station to Shiloh Station). DART will match the federal funds with \$3.75 million in local funds on the Silver Line project and will send \$15 million in local funds to Garland in several installments. Garland will use the local funds for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center. The requested action included permission for staff to administratively amend the Transportation Improvement Program and other planning/administrative documents as necessary. Clarence Daugherty (M); Paul Luedtke (S). The motion passed unanimously.

5. **Regional Transportation Council Policy for Transportation Infrastructure Requiring Certification:** Brendon Wheeler introduced a draft policy outlining the guiding principles and process by which the Regional Transportation Council (RTC) may transparently coordinate with transportation infrastructure providers wishing to certify innovative transportation technology to move people and/or freight within the region. This draft policy serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to the region with the end goal of a commercial application to serve a long-range transportation need. In February 2022, the RTC adopted Policy 22-01, Advancing High-speed Rail, to advance only high-speed rail into Phase 2 of the Dallas-Fort Worth High-Speed Transportation Connections Study, which includes entering the National Environmental Policy Act (NEPA) process in order to environmentally clear the IH 30 corridor and not hold up the NEPA process with developing technology like hyperloop. Another item from Policy 22-01 is to monitor hyperloop technology advancement in order to advance hyperloop along a technology certification and demonstration path and to advance these two technologies in different corridors. There has been a lot of interest for advanced technologies in the DFW region, such as Virgin Hyperloop's request for proposals and nationwide search for a certification center site in 2020. Many new transportation infrastructure technologies require certification prior to widespread application, and these technologies face difficulties in advancing through traditional planning processes either at the Federal, State, or local levels. The purpose of RTC Policy P22-02, Policy Support to Develop Process for Innovative Transportation Technology Infrastructure Certification Program, provided in Electronic Item 5.1, is to outline RTC's guiding principles, define a transparent process by which RTC may coordinate with technology providers for a certification facility, provide structure for periodic solicitation or acceptance of new technology infrastructure solutions, and ensure a level playing field for transportation infrastructure technology providers wishing to move to the region and local governments wishing to propose their sites for consideration. The guiding principles for an innovative transportation technology infrastructure certification program as follows: must serve long-range transportation need (MTP); technology developer responsible for navigating certification process; NCTCOG will facilitate mutual cooperation, and local government considerations such as a contingency should technology fail to perform as intended, an expected timeframe for infrastructure to be operational, and public use goals and performance expectations. The Innovative Transportation Technology Infrastructure Certification Program's process once a proposal is received is as follows: 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff to brief RTC and RTC to take action on initiating the process, 3) Upon RTC action, local governments to submit potential locations of interest, 4) Technology provider to determine preferred location to pursue, and 5) RTC to initiate development activities and NCTCOG staff to provide support. Michael Morris mentioned that the transparency of the technology is important when it comes to the region. In addition, he noted that it is important that information is sent to every local government with the requirements of the process. He explained that during the process for Virgin certification center request for proposals, many didn't pay attention to the requirements and submitted routes that weren't very good, but the locals must have a transparent ability to understand when new technology comes to the region, to see if they are interested or not in potentially hosting that particular certification facility. It's critical for us to not just host pilot locations that are throw-aways, but to ensure they eventually become part of the regional transportation system. So, the transparency of all of this is the value added. Kelly Porter noted that if a technology is advanced through this process, there should be something in the material policy that protects local governments if it turns out there's a faulty technology or something along those lines. Michael Morris responded that staff is working on the best safeguards. As each proposal will be different, so will the contingency plan for each proposal be different; the technology provider and local government will have to work out the

details of that contingency plan and reach consensus. Risk would not be eliminated, and local governments will have to decide if they wish to submit locations based on the criteria and contingency of the proposal. Phil Dupler stated he has a concern with the language in the policy not being strong enough. Michael Morris responded that the goal is to do the best we can making sure that technology is ready and that there's a good substitute contingency. At the end of the day, the local government and/or transportation provider is going to have to decide on whether or not to take a risk. You don't want to be in the certification business if you don't want to take the associated risk with. Kathryn Rush wanted to clarify the goal is that the certification facility will be in or along the right-of-way or some public corridor so that it can be used in the future if the technology was certified. Michael Morris responded that the hope would be that wherever the test facility is, that it is used for the certification process as well as a commercial application and is not in the middle of some place that doesn't have eventual use to be a functioning element of its implementation. Under federal law you can't build a capital-intensive project without it being included in the Mobility Plan. Kathryn also asked logistically how it works from an allowance standpoint; would it be the local government that would have to acquire right-of-way? Michael responded with a few scenario examples to provide an explanation and reiterated that local governments don't have to submit if you don't want to take the risk.

A motion was made to recommend RTC approval of Policy Position P22-02, Policy Support to Develop Process for Innovative Transportation Infrastructure Certification Program. If approved, the process advances hyperloop and other innovative infrastructure technologies through the certification process to commercial application, outlines guiding principles and transparent process by which RTC may coordinate with technology providers needing certification, ensures a long-range transportation need is met, allows for periodic solicitation or acceptance of developing technology solutions for region, and creates a level playing field for transportation infrastructure providers and local governments. Kelly Porter (M); John Polster (S). The motion passed unanimously.

6. **Title VI Program Update:** Kate Zielke presented updates to the Metropolitan Planning Organization's Title VI Program, including the Title VI Policy Statement and Language Assistance Plan. Both documents are necessary for compliance with federal civil rights requirements and must be adopted by the Regional Transportation Council. The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Programs every three years. The Title VI program identifies actions NCTCOG takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. Any program or activity, conducted by an entity, that received federal funds or other federal assistance must comply with Title VI of the Civil Rights Act of 1964. Title VI Nondiscrimination Policy Statement is as follows: "The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities." The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. Recommended updates to the Title VI Program included a list of transit-related Title VI investigations, complaints, and lawsuits of which there were none; a summary of outreach efforts made since the last Title VI Program submission; a schedule of subrecipient Title VI Program submissions; impacts of the distribution of state and federal funds in the aggregate for public transportation projects; and a 45-day comment period. The Language Assistance Plan describes how NCTCOG addresses the needs of residents whose native language is not English and who have a limited ability to communicate in English. Language Assistance Plan Updates included Limited English proficiency population for the 12-county Dallas-Fort

Worth Metropolitan Planning Area, literacy rates for the 12-county area, four-factor analysis to evaluate the extent to which language assistance measures are required, and a 45-day public comment period. RTC and Executive Board action will be requested in May. Submittal deadline is May 31, 2022. The Title VI Program update can be downloaded from <https://nctcog.org/TitleVI>. The Language Assistance Plan update can be downloaded from <https://nctcog.org/LAP>. Additional information was provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council approval of the Title VI/Nondiscrimination Policy Statement, and updates to the MPO Title VI Program and Language Assistance Plan. Robert Woodbury (M); Walter Shumac (S). The motion passed unanimously.

7. **2023-2026 Transportation Improvement Program Draft Listings:** Brian Dell presented a request for recommendation of Regional Transportation Council (RTC) approval of the 2023-2026 Transportation Improvement Program (TIP) draft project listings, and the ability for staff to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents. The Committee was also briefed on changes being made to the TIP Development process as a result of recent discussions with the Federal Highway Administration. The TIP is a cooperative effort among local governments, the Texas Department of Transportation (TxDOT), transit agencies, and other transportation agency partners. During the TIP development process, staff reviews existing projects and gathers information on additional locally funded projects; makes needed revisions to existing project schedules, funding, and/or scope; develops revised project listings; financially constrains project programming based on estimated future revenues; conducts mobility plan and air quality conformity review; solicits public and Committee/Council input; and finalizes project listings and submits to TxDOT and the Federal Highway Administration (FHWA) for review. The draft 2023-2026 TIP has \$9.03 billion in roadway and transit funding, including \$5.27 billion in federal commitments, \$1.45 billion in State commitments, \$0.14 billion in regional commitments, \$1.23 billion in local commitments, and \$0.94 billion in Transit Formula commitments. There are 977 active roadway and transit projects, compared to 562 active projects in the new four-year TIP or in the environmental clearance appendix, with 68 project sponsors across the region. Typically, the Committee, RTC, and public are provided with a "Double Entry" report that contains all active projects in which to review and comment. This report provides a more comprehensive picture of a project than the Statewide TIP (STIP) format that is required by TxDOT. Once approval of these listings is received, staff converts the data into the STIP report format required by TxDOT and submits it as part of the TIP document to TxDOT for inclusion in the STIP. FHWA recently informed staff that this process does not satisfy their requirements for getting review and comment on the TIP. To comply with federal regulations, staff will bring back the approved project listings in STIP report format in May, along with the full TIP Document. The STIP report will only contain the project phases funded in fiscal years 2023-2026. Given that the same information is slated for approval this month, staff proposed to ask for approval via consent agenda at the May meeting. Additional information was provided in Electronic Item 7. Wes McClure asked if the projects will still be available in double entry format for approval. Brian responded that it will be included in an appendix that will contain a link since the document is approximately 600 pages.

A motion was made to recommend RTC approval of the projects and project changes shown in the 2023-2026 TIP roadway Double Entry report and transit TIP listings, including direction for staff to amend the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed. It was noted that only projects in fiscal years 2023-2026 will be included in the new TIP and projects in FY2022 and earlier are provided but will not be included in the new TIP. Projects in FY2027+ will be included in Appendix D

to allow project development activities to continue. Brian Beck (M). John Polster (S). The motion passed unanimously.

8. **Director of Transportation Report on Selected Items:** Dan Kessler provided an update on the Executive Session Follow Up, a project with the Department of Defense Regional Joint Land Use Study (JLUS) Implementation Grant. The North Central Texas Council of Governments (NCTCOG) is currently under contract with the Department of Defense to work with the Regional Coordination Committee (RCC) and local governments to implement strategies identified in the 2017 JLUS. The emphasis of the project is on reducing encroachment and improving compatible land use, by addressing safety, and noise abatement strategies including an initiation of a Strategic Parcel Acquisition and Re-use Program. Twenty-five F-35s are scheduled to be delivered to the base in 2024. A big part of this project is focused on noise, safety, and what strategies can be pursued. One of the strategies is when there is an opportunity for land acquisition, the land is purchased and developed to help make the land surrounding the base more compatible. For about 15 years, there has been a focus on commercial parcels that are located on the South end of the runway, called APZ1. The RCT has been watching the parcels for years and an opportunity came up early this winter, in the January – February time frame to perhaps acquire these. One of these parcels has been a restaurant and farmer's market. Dan mentioned they presented the opportunity to Michael Morris and discovered it's a once in a lifetime opportunity to acquire these properties. He also thanked Michael Morris, Jeff James of White Settlement, RTC, Executive Board, and NCTCOG staff for the tremendous support in order to make this happen within 60 days. A contract was entered on this property for approximately \$2 million and it should close within 60 days. Michael Morris responded that this was an item that couldn't be previously presented to the STTC because staff can't go public with the information yet or there would be a risk of having more than one buyer. When the information can be made public, staff will present it to the STTC. The money will be in the land banking program, so federal grants will be sought for reimbursement of the \$2 million. There is currently about \$1.1 million in the land banking program, and if successful the money will be added to the land banking program for when there are critical parcels that need to be purchased. They are often competitive, and we don't want someone bidding, so we have a contract at this particular time so we don't think we can be outbid. Michael Morris also provided an overview of the metrics on Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. As of February 2022, Bicycle and Pedestrian travel had increased by 28 percent but freeway volumes, toll road travel, airport passengers and transit ridership all decreased. Transit numbers are continuing to improve. State safety efforts was presented by Michael Morris to the Texas Transportation Commission. The local program will be presented this summer, including the advancement of management operations and safety. Staff is looking at over one hundred counter measures. Michael suggested that members get engaged if they are interested in safety. He noted that Natalie Bettger has a safety task force, and it has committed 23 MPOs across the state to join hands with Texas Department of Transportation to try to turn the fatality rates around. The effort will require re-engaging with law enforcement, new education programs, and freeway lighting. Regarding the Northern Collin County Rider Assistance Program, the Dallas Area Rapid Transit (DART) Chairman announced that the Northern Collin County Rider Assistance Program has opted into a partnership with DART. The RTC Bylaws Revision Subcommittee Nominating Subcommittee will be announced at the May RTC meeting. The RTC Bylaws are expected to be updated by the end of the summer. Michael mentioned that the smaller counties that share seats don't have enough population to have dedicated seats, so they have to share. The Bylaws Subcommittee will review the county seats and provide a recommendation to the full Council. The Nominating Subcommittee will review potential officer candidates and recommend a slate of officers, including a new Secretary and Vice Chair to the full Council for action. The Dallas Area Rapid Transit

(DART) D2 Interlocal Agreement was presented to the Dallas City Council on February 9, 2022; DART Board on February 22, 2022; and will be presented to the NCTCOG Executive Board on April 28, 2022. Electronic Item 8 contained a Spring 2022 Virtual Traffic Incident Management Executive Level Course Announcement. The Executive Level Course will be held on May 5, 2022. Michael highly encouraged law enforcement to attend these traffic incident management courses. He also mentioned he appreciated the work Dan Kessler and Ken Kirkpatrick put into making sure the region does not lose Lockheed Martin.

9. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure**

Investment and Jobs Act: Brian Dell provided an overview on the proposed updates to the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors and generally apply to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC's mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa), and Vehicle Miles Traveled (VMT) Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America's Surface Transportation Act or FAST Act (2015). Proposed formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary. Air Quality funds based on the 10-county non-attainment area proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Equity and environmental justice were also reviewed, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022 respectively. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 9 included additional details on the process for establishing the split and the proposed new splits for both mobility and air quality

funds. The final East/West Equity quarterly report for the Fixing America's Surface Transportation Act was provided in Electronic Item 9.2.

10. **Disadvantaged Business Enterprise Goal Updates:** Emily Beckham provided a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. Certain recipients of federal funds are required to have a DBE Program and the North Central Texas Council of Governments is a recipient of those funds and is required to have a DBE Program. It is required that the goal be updated every three years. The deadline to update the new goal is August 1, 2022. The current goal of 19.4 percent is active through September 30, 2022 and covers FY2020-2022. Publication of the DBE goal is required as part of Request for Proposals and that DBEs are certified. In terms of high-level federal principals of the DBE Program, the basic component ensures non-discrimination in award of contracting activities that ensures a level playing field; it's tailored to meet Federal Law; ensures DBE Firms meet required eligibility standards, helps remove barriers to DBE participation, and assists in development of firms to compete outside of the DBE Program. highlighted the key date in the DBE Program Update schedule is when we will be bringing back our proposed goal for the next three years in May, it will then be published for public comment, and then come back to RTC in the July time frame for consideration of approval and of course to the NCTCOG Executive Board at the end of July for submission to FTA by August 1. Following preliminary DBE availability analysis of NCTCOG and its subrecipients, the proposed overall total weighted DBE goal for FY2023-FY2025 is 17.3 percent. The next step for the DBE goal update consideration of other DBE data, including goals from other similar agencies in the Dallas-Fort Worth market area, historical data, and completed disparity studies; presentation and consideration by stakeholders and the public during the public comment period; and consideration by STTC, RTC and the Executive Board. Electronic Item 10 included additional details.

11. **Mobility 2045 Update and Air Quality Conformity:** Amy Johnson and Jenny Narvaez provided an update on the region's next long-range transportation plan, Mobility 2045 Update, and corresponding 2022 Transportation Conformity. Amy mentioned there have not been any major revisions of the draft plan and draft conformity analysis results. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include select asset optimization, freeway/tollway, and RSA identification numbers updated but no change to transit or roadway recommendations. Regarding chapter content, Map Your Experience summaries were added to Mobility Options and Social Considerations chapters, Air Quality Conformity results have been added to the Environmental Considerations chapter, and financial refinements have been made in the Financial Reality chapter. The draft plan and the recommendations as identified graphically and in tabular format are available at www.nctcoq.org/PlaninProgress. Draft financial plan expenditures were presented. The final plan is about \$148.3 billion. Public comments were received from community events, Map Your Experience, NCTCOG public meetings, social media, online comment forms, and mail. Comments received during the first half of the 60-day public comment period include support for expansion of the transit network to alleviate congestion, congestion and maintenance relationship, cost of congestion methodology, safety included as part of Mobility Plan, additional capacity to suburban highways to alleviate downtown congestion, and expanding trails and pedestrian access. The Mobility 2045 Plan Update will be presented for STTC action in May and RTC action in June. The 2022 Transportation Air Quality Conformity Analysis is required by federal regulation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State

Implementation Plan (SIP) and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. The Air Quality Conformity Analysis for the ten-county nonattainment area under the 8-hour ozone standards mapped on slide 11 in Electronic Item 11. The last conformity determination was received in November 2018. The region is currently under the emission budgets for both Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC), which are anticipated to be updated by the Environmental Protection Agency (EPA) in June. The EPA has been going back and forth so in preparation, we provided 2 scenarios. For both of the scenarios, the region is under the emission limits that are set by the EPA. The analysis results are passing. In scenario 2, should the budgets be found adequate by the EPA before the region receives a determination, we are under the emissions limits. Additional details provided in Electronic Item 11. Kathryn Rush asked if most of the counties in the region are currently in non-conformance, how does the analysis show conformity in 2023? Jenny responded that the analysis shows that the projects and plans do not make the air quality worse than existing conditions. We can't measure ozone directly, so we have set limits that we are bound to for its components, NOx and VOC, and we have to be under those limits. Showing that we conform to those limits, doesn't mean we reach attainment. We can still get conformity without reaching attainment. The region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS and is also getting moved up from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard. Michael Morris responded this is a good point stated, we are not the developers of the State Implementation Plan. John Polster mentioned not to confuse air quality with air conformity, he referenced the graph shown in Electronic Item 11.2.

12. **Status Report on Federal Highway Administration Alternative Fuel Corridors and the Bipartisan Infrastructure Law:** Bailey Muller provided an overview of the Federal Highway Administration's (FHWA's) Alternative Fuel Corridors, as well as new funding programs allocated through the Bipartisan Infrastructure Law (BIL). She noted that three new updates for Alternative Fuel Infrastructure. The first program is the Federal Highway Administration (FHWA) program soliciting "Round 6" request for alternative fuel corridor nominations. Nominations are due to Federal Highway Administration by May 13, 2022. The second program, the National Electric Vehicle Infrastructure Formula Funds Program, in the amount of \$5 billion, is for filling electric vehicle corridors through state department of transportations (DOTs). All state DOTs must complete statewide infrastructure deployment plan in accordance to template provided by NEVI Formula Program. The third and final program, provides competitive grants for charging and fueling infrastructure for corridors and communities in the amount of \$2.5 billion competitive funding for EV, CNG, LNG, LPG, Hydrogen Infrastructure Competitive Grants with 50percent along designated corridors and 50 percent within communities. Joint DOT/DOE Deployment Support Program to provide tools and technical assistance to funding recipients - www.driveelectric.gov. NEVI EV charging infrastructure guidelines were presented. Formula funding impacts to Texas include a NEVI formula program in which TxDOT is Set to Receive \$408 million over 5 years for EV Charging with an initial apportionment of \$60.3 million (noted in February 10 memo). TxDOT to Complete NEVI Statewide Infrastructure Deployment Plan. The potential MPO Role is that a portion of funds may be allocated to projects located within in each metropolitan planning organization's area after all corridors are filled, with MPOs having a role in recommending station siting and design/standards. Texas Department of Transportation (TxDOT) is requesting feedback on the NEVI plan by May 15, 2022. Since the meeting, the deadline has been extended to June 15, 2022. Feedback can be submitted on the TxDOT EV Planning Webpage: https://txdot.mysocialpinpoint.com/tx_ev_plan. The deadline for TxDOT to submit the State NEVI plan to FHWA is August 1st, 2022, and the deadline for FHWA to approve/submit plan is September 30, 2022. NCTCOG is hosting a regional public EV infrastructure working group. NCTCOG facilitating a group of local

governments to collaborate and discuss public EV charging infrastructure projects across North Texas and plan for grant funding for individual governments or regional scaled project. To join the working group, email Bailey Muller at bmuller@nctcog.org. In addition, NCTCOG is participating in TxDOT NEVI plan workshop group and developing regional-scale EV infrastructure plan for North Texas consistent with NEVI guidance and will expand content to include highway corridors that are not yet designated, as well as intraregional level 2 community-based charging needs. Lastly, NCTCOG will evaluate options to pursue competitive funding for EV or Hydrogen corridors. Upon approval from FHWA, TxDOT can access Formula funding and begin implementing NEVI Plan. NCTCOG will continue to monitor guidance and timing updates for the competitive grants for charging and fueling infrastructure for corridors and communities.

13. **Fiscal Year 2022 Multimodal Project Discretionary Grant Program:** Jody Loza briefed the Committee on the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. Michael Morris complimented and thanked Jody on the hard work on this project and the team meeting the deadlines. This \$2.85 billion program solicits project applications for three funding opportunities: 1) the National Infrastructure Project Assistance Grants Program (MEGA), 2) the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and 3) the Rural Surface Transportation Grant Program (RURAL). For the MEGA program, available funds are \$1 billion; with 50% of the funds available for projects greater than \$500 million in total cost and 50% of the funds available for projects between \$100-500 million. The MEGA Grant may cover up to 60% of the total project cost, but total Federal funds may cover up to 80%. Jody noted eligible applicants and eligible project types are listed in Electronic Item 13. Jody noted the USDOT seeks projects that will begin construction before September 30, 2025. The next grant program is INFRA, with \$1.55 billion in available funds. Similar to MEGA, the INFRA Grant may cover up to 60% of the total project cost, but total Federal funds may cover up to 80%, and while there is no maximum to the award size, minimum award sizes are \$25 million for large projects (cost greater or equal to \$100 million) and \$5 million for small project (cost less than \$100 million). 85% of available INFRA funds would be allocated to large projects and 15% to small projects. Eligible applicants and eligible project types is also listed in Electronic Item 13. The obligation deadline is September 30, 2025, and construction start deadline is March 30, 2027. The third and final project, is the RURAL grant program with available funds of \$300 million with one caveat important to note. There are two project types, lane departures and any project in the Appalachians, which are not eligible for Texas, which means 40% of the total funding is not available to Texas. A RURAL grant request may cover up to 80% of the total project cost, and total Federal funds may cover up to 100%. There is no maximum to the award size, but there is a \$25 million minimum for 90% of projects to be selected, and no minimum for 10% of remaining selected projects. Project/location eligibility is detailed in the Electronic Item 13. The obligation deadline is September 30, 2025, and the construction start deadline is March 30, 2027. There are statutory requirements for this program and Jody highlighted three of them: Based on the results of preliminary engineering – INFRA/RURAL; Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA; and Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL. There are uniform selection criteria for all of the MPDG programs, based on a rating scale of 0 to 3; Jody highlighted three new criteria as Economic Impacts, Freight Movement, & Job Creation, Climate Change, Resiliency, & the Environment, and Equity, Multimodal Options, & Quality of Life. Jody explained a project must first pass the uniform selection criteria review, and then a project will be judged based on the Economic Analysis, and finally the readiness of the project. RTC action will be requested on May 12, 2022, RTC letter of Support request deadline submitted to Kyle Roy at kroy@nctcog.org by May 12, 2022, the FY22 MPDG grant application submittal deadline on www.grants.gov is May 23, 2022, Executive Board Endorsement is May 26, 2022, and STTC Endorsement is May 27,

2022. Jody then showed a list of the upcoming Grant NOFO announcements of funding availability in 2022, the important thing to note is that in the past we were used to doing 2 to 3 grant opportunities annually, but as of now, there are 18 grants per year we are eligible to apply for. Based on a recent USDOT webpage post, a timeline suggests four grant opportunities will be announced between May and July, one in August, and one in September. Several grant opportunities can be applied for and not just one. Clarence Daugherty stated the time frame doesn't work for a lot of us, does the information let us know what to expect for the upcoming years? Jody responded with essentially the grant opportunities for the new Infrastructure bill was brought about under Biden administration, but essentially yes, we would anticipate similar programs unless there is a Presidential re-election. John Polster asked if this is an annual process or one call per year? Michael responded it depends, and when we know, we will lay out the process as we know. Some may be a one call per year, or every six months. We have 36 different calls and some of them, the rules haven't been written yet so as we know, we will lay them out, and try to work with staff to try to slot your project to maximize your ability to win with those particular criteria.

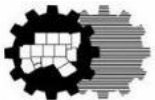
14. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 14.1)
 4. 2022 Ozone Season Updated (Electronic Item 14.2)
 5. Federal Register Comments sent to EPA/Clean School Bus (Electronic Item 14.3)
 6. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 14.4)
 7. March Public Meeting Minutes (Electronic Item 14.5)
 8. May Public Meeting Notice
 9. Public Comments Report (Electronic Item 14.6)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 14.7)
 - Partner Progress Reports (Electronic Item 14.8)
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 27, 2022.

Adjourned at 3:46 PM.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT AND FINAL STATEWIDE TIP (STIP) LISTINGS

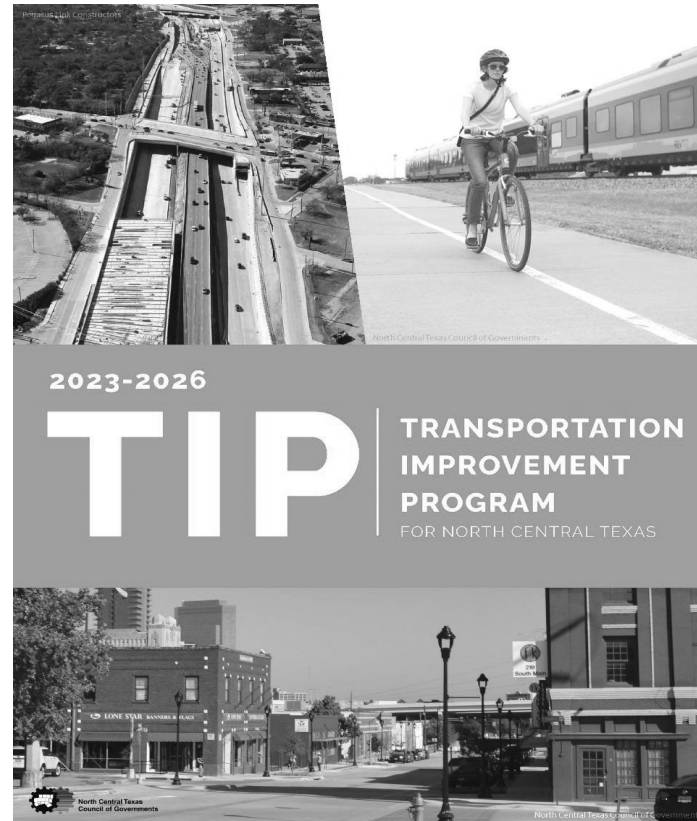
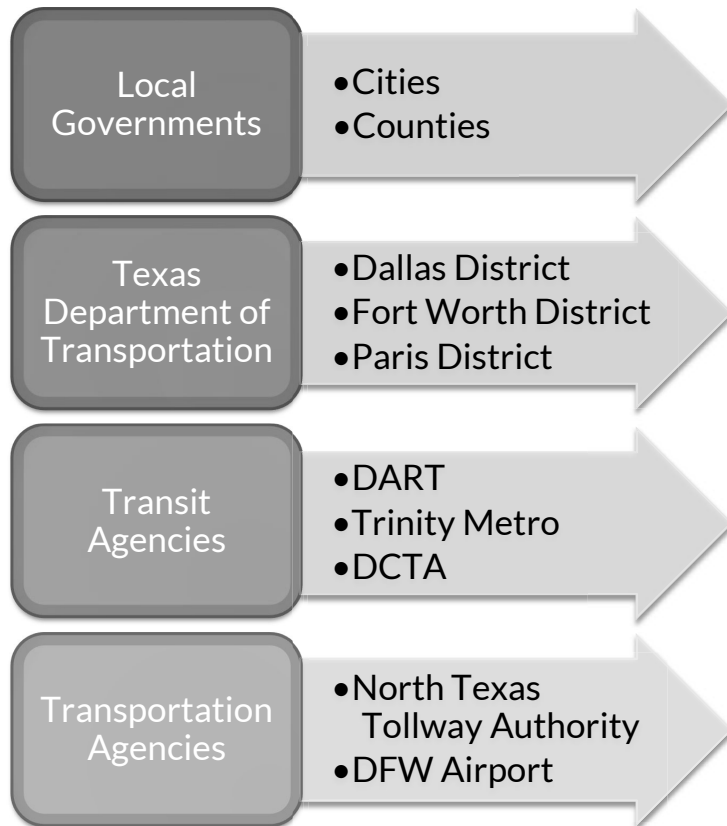
Surface Transportation Technical Committee

May 27, 2022



North Central Texas
Council of Governments
Transportation Department

TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and TIP Document and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

SCOPE OF PROGRAMMING

- \$8.61 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$4.96 Billion in Federal Commitments
 - \$1.35 Billion in State Commitments
 - \$0.09 Billion in Regional Commitments
 - \$1.26 Billion in Local Commitments
 - \$0.95 Billion in Transit Formula Commitments
- 1,018 Active Projects (Roadway and Transit)
 - 611 Active Projects in 2023-2045
- 71 Implementing Agencies (Roadway and Transit)

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-February 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Draft Listings - Public Involvement	March 2022
Draft Project Listings - STTC Action	April 2022
TIP Document and Final STIP Listing – Public Involvement	May 2022
Draft Project Listings – RTC Action	May 2022
TIP Document and Final STIP Listing – STTC Consent Agenda	May 2022
TIP Document and Final STIP Listing – RTC Consent Agenda	June 9, 2022
Submit Final Document to TxDOT	June 24, 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

REQUESTED ACTION

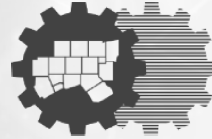
- Recommend RTC approval of:
 - The 2023-2026 TIP document, including the final TIP listings to be included in the STIP
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed to reflect these changes

QUESTIONS/COMMENTS

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NCTCOG PRESENTATION

**Air Quality Funding Recommendations
Related to the Environmental Protection
Agency (EPA) National Clean Diesel
Funding Assistance Program**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

May 27, 2022

Huong Duong, Air Quality Planner

Round 2 Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program	
Call for Projects	North Texas Clean Diesel Project 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
Round 2 Available Funding*	\$582,687
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**

*Call for Projects Opened with Available Rebate Funding of \$1,531,290; Round 1 (closed on January 14, 2022) Awarded \$948,603.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Summary of Applications Awarding Round 2 Funds

North Texas Clean Diesel Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Award Status	Recommend	
						Activities	Funds
Smurfit Kappa	1	Yes	1	\$133,426	Full - 45%	1	\$133,426
All-Electric Replacement Terminal Tractor; 45% Funding Level Eligible							
Hirschbach Motor Lines	1	Yes	1	\$179,778	Full - 45%	1	\$179,778
All-Electric Replacement Truck; 45% Funding Level Eligible							
City of Dallas	5	Yes	5	\$775,948	Full - 35%	1	\$155,190
					Partial** - 25%	1	\$114,293
CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible							
Total Round 2 Amount Used for Full Awards and Partial Award							\$582,687



*Refer to Electronic Item X.X.2 for More Details.

**Total Round 2 Amount Minus Three Full-Award Projects Equates to Partial-Award Amount

Summary of Applications Awarding Additional Funds

North Texas Clean Diesel Call for Projects*

Due to an unobligated project, NCTCOG awaits EPA's approval to make \$825,000 available for project recommendations and call for projects.

If approved by EPA, NCTCOG recommends to fully award all five City of Dallas projects up to 35% funding level and use remaining funds to open the next call for projects round.

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Award Status	Recommend	
						Activities	Funds
Available Funding for Project Recommendations and Call for Projects							\$825,000
City of Dallas	5	Yes	5	\$775,948	Partial** - 10%	1	\$40,897
					Full - 35%	3	\$465,570
CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible							
Approximate Remaining Funding for Call for Projects							\$318,533



*Refer to Electronic Item X.X.2 for More Details. **Two Partial-Awards Equates to 35%.

Project Eligibility

North Texas Clean Diesel Project 2021

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> • GVWR: 16,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 	<u>Replacement Type</u>	<u>Vehicles/ Equipment</u>	<u>Engines</u>
	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NOx Standards:	35%	50%
Cost for All Others or EPA Certified:	25%	40%	
<u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> • Must Operate > 500 Hours/Year during 24 Months Prior to Application; • Eligible Tiers Vary 	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NOx Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)



Eligibility and Scoring Criteria

North Texas Clean Diesel Project 2021		
Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive Application Process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	Criteria	% of Total Score
	Cost Per Ton NOx Emissions Reduced Purpose: Maximize Emissions Reductions	70%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Geographic Impact Criteria Purpose: Preference to Projects Operating in Environmental Justice Areas	5%



Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	May 27, 2022
RTC Approval of Recommended Rebate	June 9, 2022
Executive Board Authorization	June 23, 2022
Next Interim Application Deadline (NCTCOG awaits EPA approval to make \$825,000 available for call for projects & recommendations. Rolling 90-day deadline until all funds awarded or until project implementation deadline)	TBD
Project Implementation Deadline	January 31, 2024



Action Requested

Recommend RTC Approval of Recommended Rebate Awards and Call for Projects:

North Texas Clean Diesel Project 2021

1. \$133,426 (full rebate award) to Smurfit Kappa to replace class 8 diesel terminal tractor with an all-electric terminal tractor
2. \$179,778 (full rebate award) to Hirschbach Motor Lines to replace class 8 diesel yard truck with an all-electric yard truck
3. City of Dallas Recommended Activities
 - A. \$155,190 (full rebate award) to replace two class 8 diesel refuse haulers with one CARB low-NOx certified compressed natural gas refuse hauler
 - B. \$114,293 (partial rebate award) to replace class 8 diesel refuse hauler with CARB low-NOx certified compressed natural gas refuse hauler
 - C. \$506,467 (full rebate awards) to replace class 8 diesel refuse haulers with CARB low-NOx certified compressed natural gas refuse haulers using available funds from an unobligated project upon EPA approval
4. Open Call For Projects Round 3 with remaining funds upon EPA approval



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North Texas Clean Diesel Project 2021 Call For Projects Funding

Recommended Projects - NTCDP 2021 (Round 2; April 15, 2022)																													
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits					
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
Activities Below are Recommended for Full Award with Round 2 CFP Funds																													
		1	Nonroad	Class 8 Terminal Tractor	2002	Diesel	1,779	N/A	2,043	2022	Electric	\$296,502	45%	\$133,426	\$133,426	\$133,426	\$163,076	8.86	\$15,051	7	64	70	24.5	5	99.5	0.59	0.55	0.00	120
		1	Onroad	Class 8 Short Haul Single Unit	2018	Diesel	5,265	N/A	N/A	2022	Electric	\$399,506	45%	\$179,778	\$179,778	\$179,778	\$219,728	0.86	\$210,093	6	27	33	24.5	5	62.0	0.00	0.02	0.38	355
		5	Onroad	Class 8 Refuse Hauler	2016	Diesel	3,112	8,518	N/A	2022	Low-NOx Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.25	\$624,160	5	2	7	22.5	5	34.4	0.00	0.00	0.14	210
Activity Below is Recommended to use Remaining Round 2 CFP Funds to Reach 25% Funding Level - After Funds Become Available From Unobligated Project, Apply Available Funds to Funding Level Not to Exceed 35%																													
		4	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,320	11,301	N/A	2022	Low-NOx Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.08	\$1,907,039	4	1	5	22.5	5	32.4	0.00	0.00	0.03	0
Activities Below are Recommended but no Round 2 CFP Funds Remain - After Funds Become Available From Unobligated Project, Apply Available Funds to Remaining Recommendations in Order as Listed at a Funding Level Not to Exceed 35%																													
		1	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,502	10,637	N/A	2022	Low-NOx Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.08	\$2,019,128	3	1	4	22.5	5	31.4	0.00	0.00	0.03	0
		2	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,538	10,288	N/A	2022	Low-NOx Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.07	\$2,086,567	2	1	3	22.5	5	30.5	0.00	0.00	0.03	0
		3	Onroad	Class 8 Refuse Hauler	2016	Diesel	6,552	10,045	N/A	2022	Low-NOx Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.07	\$2,133,340	1	1	2	22.5	5	29.5	0.00	0.00	0.03	0
Total Projects												\$2,913,003		\$1,089,152	\$1,089,152	\$1,823,851	10.27	\$8,995,379						0.59	0.57	0.64	685		

Awarded Projects - NTCDP 2021 (Round 1; January 14, 2022)																													
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits					
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
		2	Onroad	Class 8 - Short Haul Combination	1990	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.76	\$17,059	5	64	70	23.5	5	93.5	0.41	0.35	2.27	806
		1	Onroad	Class 8 - Short Haul Combination	1992	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.32	\$17,783	4	64	69	23.5	5	92.5	0.43	0.34	2.26	802
		1	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,700	47,781	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.48	\$133,356	3	50	54	24.5	5	78.3	0.00	0.04	1.02	250
		2	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,600	46,560	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.45	\$136,184	2	50	53	24.5	5	77.3	0.00	0.04	1.00	243
		4	Onroad	Class 8 - Refuse Truck	2014	Diesel	6,085	11,323	N/A	2021	Electric	\$412,858	45%	\$185,786	\$185,786	\$185,786	\$227,072	0.25	\$755,184	1	1	2	23.0	3	25.0	0.00	0.00	0.16	411
Total Projects												\$2,108,006		\$948,603	\$948,603	\$1,159,403	24.26	\$1,059,566						0.84	0.78	6.71	2,512		

Round 1 and Round 2 Funds Available for Call for Projects	\$1,531,290
Round 1 Funds Awarded	\$948,603
Round 2 Funds Awarded - Partial and Full Awards	\$582,687
Balance Available after CFP Round 2	\$0
Available Funding for Project Recommendations and Call for Projects after EPA Approval	\$825,000
Round 2 Funds Awarded - Completed Partial and Full Awards	\$506,467
Balance Available for CFP Round 3	\$318,533

Ineligible Projects - NTCDP 2021 (Round 1; January 14, 2022)		Eligibility Comments												
City of Plano	1	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,356	10,624	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.
City of Plano	2	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,468	11,080	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.
City of Plano	3	Onroad	Class 8 - Refuse Truck	2013	Diesel	3,897	8,626	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.

EPA = Environmental Protection Agency
 NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
 B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **Applicant has one activity for retiring two old class 8 refuse haulers with one new class 8 Low-NOx certified compressed natural gas refuse hauler
 ***Applicant activity funded at \$114,293 or 25%. \$114,293 was the remaining amount of EPA funds for CFP Round 2 after summing the top three projects to the maximum allowed funding level.
 ****The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.
 See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

Cost Effectiveness Tiers Based On Data Produced By FHWA****	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less

FUNDING PARTNERSHIP WITH FORT WORTH AND TRINITY METRO

\$ IN MILLIONS

Equates to \$62.06M
in New RTC Funding

	Existing RTC Federal	New RTC Federal	FTA Federal	TxDOT	Trinity Metro (Local)	Fort Worth (Local)	Private Sector	INFRA	TDCs ¹ (Regional)	Total Funding
TEXRail Extension to Hospital District	20.00 ²	51.36 ³	38.90		38.04 +6.46 +3.50	7.17	1.57 ⁴		21.10	167.00
Katy Lofts	-11.36						11.36 ⁵			11.36
E. Lancaster Corridor	40.00 ⁶			10.00 30.00		10.00 ⁷	2.00 ⁸	100.00		160.00 182.00
Trinity Lakes Station	6.69 ⁹	20.05 ²			-6.46				5.35	26.74
Guaranteed Transit (IH 35W)	14.00 ²	2.01 ²			-3.50				3.20	16.01

1. Transportation Development Credits
2. Congestion Mitigation Air Quality Improvement Program (CMAQ) federal funding
3. Includes \$11.362M removed from Katy Lofts, plus \$40M in CMAQ federal funding
4. Baylor, Scott, and White Hospital
5. Private Sector Developer of Katy Lofts Site

6. Category 2 funds
7. \$10M from Bond Program, \$6.43M potentially later
8. Franchise Utilities & Water/Sewer
9. \$4.5M CMAQ and \$2.19M Surface Transportation Block Grant funds

Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

May 2022

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
1 - Chisholm Trail Parkway	31.20.3	Chisholm Trail Parkway	FM 1187	US 67	2 (Toll)	2 (Toll)	4 (Toll)	4 (Toll)		\$240,000,000	
2 - Collin County Loop	110.20.1	Collin County Loop (North)	Dallas North Tollway	SH 289/Preston Road	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$1,900,000,000	
2 - Collin County Loop	110.25.1	Collin County	SH 289/Preston Road	US 75		2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1	
2 - Collin County Loop	110.30.1	Collin County Loop (North)	US 75	SH 121	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1	
2 - Collin County Loop	111.10.2	Collin County Loop (East)	CR 637	FM 2755/CR 588 Birch Street			2 (Frtg-C) 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.2	Modified
3 - Denton County Loop	110.10.1	Denton County Loop (Greenbelt Pkwy)	IH 35	Dallas North Tollway			2 (Frtg-C)	6 (Frwy), 6 (Frtg-D)		\$675,000,000	
4 - DFW Connector	9.10.1	SH 360	SH 121	Stone Myers Parkway	4 (Frwy)	4 (Frwy)	5 (Frwy)	5 (Frwy)		Included w/ 11.70.1	
4 - DFW Connector	11.50.3	SH 121	FM 2499	IH 635	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)		Included w/ 11.70.1	
4 - DFW Connector	11.60.1	SH 121	IH 635	SH 114	11 (Frwy) + 8 CD, 3 SB (Frtg-D) 2/3 SB (Frtg-D)	11 (Frwy) + 8 CD, 3 SB (Frtg-D) 2/3 SB (Frtg-D)	12 (Frwy) + 9 CD, 3 SB (Frtg-D)	12 (Frwy) + 9 CD, 3 SB (Frtg-D)		Included w/ 11.70.1	Modified
4 - DFW Connector	11.70.1	SH 121	SH 114	SH 360	6 (Frwy) + 4 CD, 4/6 (Frtg-D)	6 (Frwy) + 4 CD, 4/6 (Frtg-D)	6 (Frwy) + 7 CD, 4/8 (Frtg-D)	6 (Frwy) + 7 CD, 4/8 (Frtg-D)		\$705,866,000	
4 - DFW Connector	11.80.1	SH 121	SH 360	Hall-Johnson Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 11.70.1	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
5 - DNT Extension	21.10.1	Dallas North Tollway	CR 60 (Grayson County Line)	FM 428	2 (Frtg-C)	2 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		\$882,500,000	
5 - DNT Extension	21.10.2	Dallas North Tollway	FM 428	US 380	4 (Frtg-C)	4 (Frtg-C)	6 (Toll), 6/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)		Included w/ 21.10.1	
6 - DNT Widening	21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Toll), 4 (Frtg-C)	4 (Toll), 6 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		\$99,999,992	
6 - DNT Widening	21.10.4	Dallas North Tollway	PGA Parkway	SRT (SH 121)	6 (Toll), 4/6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		Included w/ 21.10.3	
7 - East Branch	39.10.1	SH 190	IH 30/PGBT	IH 20			6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)		\$1,300,000,000	
8 - Horizon Gateway	38.20.1	US 67	IH 20	Belt Line Road	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 1 (ExL-R), 2/8 (Frtg-C)		\$55,000,000	
9 - IH 20 (Dallas County)	30.80.1	IH 20	PGBT WE (SH 161)	Robinson Road	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$67,500,000	
9 - IH 20 (Dallas County)	30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1	
9 - IH 20 (Dallas County)	30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1	
10 - IH 20 (Parker County)	30.10.2	IH 20	Spur 312	Ric Williamson Memorial Highway	4 (Frwy), 2/8 (Frtg-D) 2/6 (Frtg-D)	4 (Frwy), 2/8 (Frtg-D) 2/6 (Frtg-D)	4 (Frwy), 2/8 (Frtg-D) 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-C) 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5	Modified
10 - IH 20 (Parker County)	30.10.3	IH 20	Ric Williamson Memorial Highway	SH 171	4 (Frwy), 2/6 (Frtg-D) 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-D) 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-D) 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5	Modified
10 - IH 20 (Parker County)	30.10.4	IH 20	SH 171	US 180	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
10 - IH 20 (Parker County)	30.20.1	IH 20	IH 30	East of IH 30 (Tarrant County Line)	4 (Frwy)	4 (Frwy)	6 (Frwy)	6 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.10.1	
11 - IH 20 East Tarrant County	30.60.2	IH 20	Park Springs Blvd	Matlock Road	8 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$375,000,000	
11 - IH 20 East Tarrant County	30.60.3	IH 20	Matlock Road	SH 360	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2	
11 - IH 20 East Tarrant County	30.70.1	IH 20	SH 360	Great Southwest Parkway (Dallas County Line)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2	
11 - IH 20 East Tarrant County	30.70.2	IH 20	Great Southwest Parkway (Tarrant County Line)	PGBT WE (SH 161)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2	
12 - IH 20 West Tarrant County	30.30.1	IH 20	IH 820	SH 183	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$255,000,000	
13 - IH 30 (East)	28.60.3	IH 30	IH 45	Ferguson Road	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)		\$1,600,000,000	
13 - IH 30 (East)	28.70.1	IH 30	Ferguson Road	US 80	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3	
13 - IH 30 (East)	28.70.2	IH 30	US 80	Motley Drive	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.60.3	
13 - IH 30 (East)	28.70.3	IH 30	Motley Drive	IH 635	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3	
13 - IH 30 (East)	28.70.5	IH 30	IH 635	Bobtown Road	8 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)		\$306,476,042	
14 - IH 30 (Hunt County)	28.100.1	IH 30	West of FM 2642	FM 513/South Patterson Road	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$485,000,000	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
14 - IH 30 (Hunt County)	28.100.2	IH 30	FM 513/South Patterson Road	Spur 302	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$89,377,968	
14 - IH 30 (Hunt County)	28.100.3	IH 30	Spur 302	East of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D) 4 (Frtg-C)	6 (Frwy), 4 (Frtg-D) 4 (Frtg-C)		\$100,000,000	Modified
15 - IH 30 (Rockwall County)	28.90.1	IH 30	Dalrock Road (Dallas County Line)	SH 205	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$399,154,611	
15 - IH 30 (Rockwall County)	28.90.2	IH 30	SH 205	FM 2642 (Hunt County Line)	4 (Frwy), 4/6 (Frtg-C) 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 28.90.1	Modified
16 - IH 30 (Tarrant County)	28.30.2	IH 30	US 287	Oakland Blvd	8 (Frwy)	8 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3	
16 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	Woodhaven Blvd	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		\$975,000,000	
16 - IH 30 (Tarrant County)	28.30.4	IH 30	Woodhaven Blvd	Barron Lane	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3	
16 - IH 30 (Tarrant County)	28.40.1	IH 30	Barron Lane	Cooks Lane	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3	
16 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Lane	Cooper Street	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3	
16 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper Street	Duncan Perry Road	6 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2/3 (ML/T-C) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)		\$235,222,000	Modified
16 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)		\$35,774,018	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
17 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)		\$469,790,434	
17 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy)	8 (Frwy) + 7 (Frwy) + 1 (HOV-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D) 2/6 (Frtg-D)		Included w/ 28.60.1	Modified
18 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy),4 (Frtg-D)	6 (Frwy),4/6 (Frtg-C)	6 (Frwy),4/6 (Frtg-C)	6 (Frwy),4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$153,700,000	
18 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$1,500,000,000	
18 - IH 30 West Freeway	28.20.2	IH 30	Camp Bowie Blvd	Chisholm Trail Parkway	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-C) 4/6 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-C) 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1	Modified
18 - IH 30 West Freeway	28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.30.3	
19 - IH 345	25.10.1	IH 345	US 75/Woodall Rodgers Freeway/ Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$1,650,000,000	
20 - IH 35	3.10.1	IH 35	Denton County Line (N) FM 156	FM 156	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,000,000,000	
20 - IH 35	3.20.1	IH 35	FM 156	State Loop 288 (North of Denton)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1	
20 - IH 35	3.20.2	IH 35	State Loop 288 (North of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1	
23 - IH 35E Stemmons 21 - IH 35E (Lowest Stemmons)	7.60.6	IH 35E	Oak Lawn Avenue	Woodall Rodgers Freeway/Spur 366	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)		\$142,198,567	Modified

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
21 - IH 35E (Lowest Stemmons)	7.70.1	IH 35E	Woodall Rodgers Freeway/Spur 366	IH 30	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/4 CD, 2/6 (Frtg-D)		Included w/ 7.60.6	
22 - IH 35E (North)	3.20.3	IH 35	US 380	IH 35W/IH 35E	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		\$3,113,901,800	
22 - IH 35E (North)	7.10.1	IH 35E	IH 35/IH 35W	US 377 (South of Denton)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.10.2	IH 35E	US 377 (South of Denton)	US 77	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.10.3	IH 35E	US 77	State Loop 288	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.10.4	IH 35E	State Loop 288	Corinth Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.10.5	IH 35E	Corinth Parkway	FM 407	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.10.6	IH 35E	FM 407	SRT (SH 121)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.20.1	IH 35E	SRT (SH 121)	PGBT	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 (ML/T-C) + 8 CD, 2/6 (Frtg-C)		Included w/ 3.20.3	
22 - IH 35E (North)	7.30.1	IH 35E	PGBT	IH 635	6 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) 2/8 (Frtg-C)	6 (Frwy) + 8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) 2/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) 2/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-D) 2/8 (Frtg-C)		Included w/ 3.20.3	Modified
23 - IH 35E Stemmons	7.40.1	IH 35E	IH 635	State Loop 12	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	12 (Frwy) + 4 (ML/T-C), 2/6 (Frtg-C)		Included w/ 7.50.1	
23 - IH 35E Stemmons	7.50.1	IH 35E	State Loop 12	Spur 482/Storey Lane	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)		\$400,000,000	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
23 - IH 35E Stemmons	7.50.2	IH 35E	Spur 482/Storey Lane	SH 183	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		Included w/ 7.50.1	
23 - IH 35E Stemmons	7.60.1	IH 35E	SH 183	Inwood Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 4/6 (ML/T-C), 4/6 (Frtg-C)		\$975,322,754	
23 - IH 35E Stemmons	7.60.2	IH 35E	Inwood Blvd	Medical District Drive	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 7.60.1	
23 - IH 35E Stemmons	7.60.4	IH 35E	Medical District Drive	Market Center Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10/11 (Frwy), 11 (Frwy), 4/6 (Frtg-C)	10/11 (Frwy), 11 (Frwy), 4/6 (Frtg-C)		Included w/ 7.60.1	Modified
23 - IH 35E Stemmons	7.60.5	IH 35E	Market Center Blvd	Oak Lawn Avenue	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)		Included w/ 7.60.1	
23 - IH 35E Stemmons	130.20.2	IH 635 (West)	West of Luna Road	IH 35E	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	12 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 130.10.2 Included w/ 7.50.1	Modified
24 - IH 35W (North)	5.10.1	IH 35W	IH 35W/IH 35E	State Loop 288 (South of Denton)	4 (Frwy), 2 SB (Frtg-D)	4 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 4/6 (Frtg-C) 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C) 4/6 (Frtg-D)		Included w/ 5.10.2	Modified
24 - IH 35W (North)	5.10.2	IH 35W	State Loop 288 (South of Denton)	SH 114	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D) 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,000,000,000	Modified
24 - IH 35W (North)	5.20.1	IH 35W	SH 114	Eagle Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1	
25 - IH 35W (South)	5.80.1	IH 35W	IH 20	Everman Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		\$694,000,000	
25 - IH 35W (South)	5.80.2	IH 35W	Everman Parkway	SH 174 (Tarrant County Line)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)		Included w/ 5.80.1	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
25 - IH 35W (South)	5.90.1	IH 35W	SH 174 (Tarrant County Line)	Hidden Creek Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$475,000,000	
25 - IH 35W (South)	5.90.2	IH 35W	Hidden Creek Parkway	FM 917	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 5.90.1	
25 - IH 35W (South)	5.100.1	IH 35W	FM 917	CR 401	4 (Frwy), 2/6 (Frtg-D) 2/4 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)		Included w/ 5.90.1	Modified
26 - IH 45/SM Wright	27.10.2	IH 45	Grand Avenue	US 175	6 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)		Included w/ 26.20.1	
26 - IH 45/SM Wright	29.10.1	SM Wright Parkway	IH 45	Budd Street	6 (Frwy), 4 (Frtg-D)					Included w/ 26.20.1	
27 - IH 635 (East)	131.10.1	IH 635 (East)	US 75	Royal Lane/Miller Road	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		\$1,600,000,000	
27 - IH 635 (East)	131.10.2	IH 635 (East)	Royal Lane/Miller Road	SH 78	8 (Frwy) + 2 (HOV/ExL-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 131.10.1	
27 - IH 635 (East)	131.10.3	IH 635 (East)	SH 78	IH 30	8 (Frwy) + 2 (HOV/ExL-C), 4/8 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 131.10.1	
28 - IH 820 (East)	11.100.1	SH 121	IH 820	Handley-Ederville Road	6 (Frwy), 2/4 (Frtg-C)	6 (Frwy), 2/4 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 2/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 2/6 (Frtg-C)		Included w/ 151.10.1	
28 - IH 820 (East)	151.10.1	IH 820 (East)	SH 121/SH 183/IH 820 Interchange	IH 820/SH 121 Interchange	11 (Frwy), 4/6 (Frtg-D)	11 (Frwy), 4/6 (Frtg-D)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$405,000,000	
28 - IH 820 (East)	151.20.1	IH 820 (East)	IH 820/SH 121 Interchange	Randol Mill Road	6 (Frwy) 4 (Frwy) 3 NB (Frtg-D)	6 (Frwy), 3 NB (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)		Included w/ 151.10.1	Modified
29 - IH 820 (Northwest)	150.10.1	IH 820 (North)	SH 199	BU 287	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$150,000,000	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
29 - IH 820 (Northwest)	150.10.2	IH 820 (North)	BU 287	IH 35W	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Add Frontage Lanes	Included w/ 150.10.1	
30 - IH 820 (West)	153.10.2	IH 820 (West)	Chapin Road	IH 30	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1	
30 - IH 820 (West)	153.20.1	IH 820 (West)	IH 30	Clifford Street	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1	
30 - IH 820 (West)	153.20.2	IH 820 (West)	Clifford Street	SH 199	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1	
31 - Midtown Express/SH 183	17.10.1	State Loop 12	IH 35E	SH 183	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 17.20.1	
31 - Midtown Express/SH 183	22.10.1	SH 183	SH 121	FM 157	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D) 2/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)		Included w/ 22.10.2	Modified
31 - Midtown Express/SH 183	22.10.2	SH 183	FM 157	SH 360	6 (Frwy) + 3 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 3 (ML/T-C), 4/6 (Frtg-D) 2/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)		\$1,100,000,000	Modified
31 - Midtown Express/SH 183	22.20.1	SH 183	SH 360	President George Bush Turnpike	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 4/6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)		\$881,100,000	
31 - Midtown Express/SH 183	22.30.1	SH 183	PGBT WE (SH 161)	SH 356/Belt Line Road	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 22.20.1	
31 - Midtown Express/SH 183	22.30.2	SH 183	SH 356/Belt Line Road	State Loop 12	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 22.20.1	
31 - Midtown Express/SH 183	22.40.2	SH 183	SH 114	Empire Central	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 6/8 (Frtg-C)		Included w/ 7.60.1	
31 - Midtown Express/SH 183	22.40.3	SH 183	Empire Central	IH 35E	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		Included w/ 7.60.1	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
32 - North Tarrant Express (1 & 2)	11.90.1	SH 121/SH 183	IH 820	SH 183	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)		\$93,790,000	
32 - North Tarrant Express (1 & 2)	150.20.1	IH 820 (North)	IH 35W	US 377	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		\$83,000,000	
32 - North Tarrant Express (1 & 2)	150.20.2	IH 820 (North)	US 377	SH 121/SH 183 Interchange	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)		Included w/ 150.20.1	
33 - North Tarrant Express (3)	5.20.2	IH 35W	Eagle Parkway	US 81/287	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1	
33 - North Tarrant Express (3)	5.40.1	IH 35W	US 81/287	Basswood Blvd	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1	
33 - North Tarrant Express (3)	5.40.2	IH 35W	Basswood Blvd	IH 820	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1	
33 - North Tarrant Express (3)	5.50.1	IH 35W	IH 820	SH 183	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)		Included w/ 5.60.1	
33 - North Tarrant Express (3)	5.50.2	IH 35W	SH 183	SH 121	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1	
33 - North Tarrant Express (3)	5.60.1	IH 35W	SH 121	IH 30	8 (Frwy) + 2 (ML/T-C), 2 NB (Frtg-D) 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 2 NB (Frtg-D) 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)		\$1,000,000,000	Modified
34 - PGBT (North)	121.10.3	PGBT (East)	SH 78	IH 30	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)		\$140,000,000	
35 - Rockwall/Kaufman County Loop	111.10.1	Collin County Loop (East)	US 380	CR 637			2 (Frtg-C) 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$2,000,000,000	Modified
35 - Rockwall/Kaufman County Loop	111.10.3	Rockwall County Loop	FM 2755/CR 588 Birch Street	IH 30			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
35 - Rockwall/Kaufman County Loop	111.20.1	Rockwall County Loop	IH 30	Rockwall/Kaufman County Line				4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1	
35 - Rockwall/Kaufman County Loop	111.30.1	Kaufman County Loop	Rockwall/Kaufman County Line	IH 20				4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1	
36 - SH 114 (Dallas County)	12.50.1	SH 114	SH 121	SH 161	7 (Frwy) + 1 WB (ML/T-C), 4 (Frtg-D)	7 (Frwy) + 1 WB (ML/T-C), 4 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)		\$900,000,000	
36 - SH 114 (Dallas County)	12.50.2	SH 114	SH 161	Northwest Highway (Spur 348)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 12.50.1	
36 - SH 114 (Dallas County)	12.50.3	SH 114	Northwest Highway (Spur 348)	Rochelle Blvd	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 12.50.1	
36 - SH 114 (Dallas County)	18.10.1	Spur 348	SH 114	West of Riverside Drive	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4 (Frtg-C)		Included w/ 12.50.1	
37 - SH 114 (Denton County)	12.20.3	SH 114	FM 156	IH 35W			6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)		Included w/ 12.30.1	
37 - SH 114 (Denton County)	12.30.1	SH 114	IH 35W	East of US 377	4 (Frtg-C)	4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$300,000,000	
37 - SH 114 (Denton County)	12.30.2	SH 114	East of US 377	Trophy Lake Drive	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 12.30.1	
38 - SH 114 (Tarrant County)	12.30.3	SH 114	Trophy Lake Drive	Kirkwood Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 12.30.1	
38 - SH 114 (Tarrant County)	12.30.4	SH 114	Kirkwood Blvd	Park Blvd	6 (Frwy), 4/8 (Frtg-D)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$369,000,000	
39 - SH 121/NTE Connection	11.80.2	SH 121	Hall-Johnson Road	Mid Cities Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$90,000,000	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
39 - SH 121/NTE Connection	11.80.3	SH 121	Mid Cities Blvd	SH 183	4 (Frwy) + 2 (PkJr-C), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 11.80.2	
40 - SH 161/SH 360 Toll Connector	41.10.1	SH 360/SH 161 Connector	PGBT WE (SH 161)	SH 360/Sublett Road			4 CD (Toll)	4 CD (Toll)		\$363,000,000	
41 - SH 170	10.20.1	SH 170	IH 35W	Roanoke Road	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$375,000,000	
41 - SH 170	10.30.1	SH 170	Roanoke Road	SH 114	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 10.20.1	
42 - SH 199	14.20.7	SH 199	FM 1886	Azle Avenue	4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		\$282,500,000	
42 - SH 199	14.20.8	SH 199	Azle Avenue	IH 820	4/6 (Frtg-D)	4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 14.20.7	
43 - SH 360 Toll Road	1.70.1	US 287	Lone Star Road	East of Lone Star Road (Ellis County Line)	4 (Rural), 2 NB (Frtg-D)	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.6	
43 - SH 360 Toll Road	1.80.1	US 287	East of Lone Star Road (Johnson County Line)	St Paul Road	4 (Rural), 2 SB (Frtg-D)	4 (Rural), 2 SB (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.6	
43 - SH 360 Toll Road	9.40.1	SH 360	IH 20	Sublett Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 9.40.2	
43 - SH 360 Toll Road	9.40.2	SH 360	Sublett Road	Debbie Lane	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	8 (Toll), 4/6 (Frtg-C)		\$350,000,000	
43 - SH 360 Toll Road	9.40.3	SH 360	Debbie Lane	Broad Street	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		Included w/ 9.40.2	
43 - SH 360 Toll Road	9.40.4	SH 360	Broad Street	Heritage Parkway	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		Included w/ 9.40.2	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
43 - SH 360 Toll Road	9.40.5	SH 360	Heritage Parkway	US 287	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)		Included w/ 9.40.2	
44 - SH 360 Toll Road Extension	9.50.1	SH 360	US 287	US 67			4 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		\$218,200,000	Modified
45 - SH 360 Widening	9.10.2	SH 360	Stone Myers Parkway	Mid Cities Blvd	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$225,000,000	
45 - SH 360 Widening	9.20.4	SH 360	IH 30	Abram Street	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$35,000,000	
46 - Southeast Connector	1.50.3	US 287	Berry Street	Village Creek	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 1.50.4	
46 - Southeast Connector	1.50.4	US 287	Village Creek	IH 820 (US 287)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,033,000,000	
46 - Southeast Connector	1.60.1	US 287	IH 20	Sublett Road	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 1.50.4	
46 - Southeast Connector	30.40.2	IH 20	Forest Hill Drive	IH 820	8 (Frwy), 4/6 (Frtg-D)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)		Included w/ 1.50.4	
46 - Southeast Connector	30.50.1	IH 20	IH 820	US 287	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)		Included w/ 1.50.4	
46 - Southeast Connector	30.60.1	IH 20	US 287	Park Springs Blvd	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)		Included w/ 1.50.4	
46 - Southeast Connector	151.30.2	IH 820 (East)	Meadowbrook Drive	US 287	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 1.50.4	
46 - Southeast Connector	151.40.1	IH 820 (East)	US 287	IH 20	8 (Frwy), 4 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)		Included w/ 1.50.4	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
47 - Southern Gateway	7.90.1	IH 35E	US 67	Ann Arbor Avenue	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/3 SB (Frtg-D)		\$705,500,000	
47 - Southern Gateway	7.90.2	IH 35E	Ann Arbor Avenue	IH 20	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 7.90.1	
47 - Southern Gateway	28.50.6	IH 30	IH 35E (West)	IH 35E (East)	5 (Frwy) + 6/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD		Included w/ 7.90.1	
47 - Southern Gateway	38.10.1	US 67	IH 35E	IH 20	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1/2 (ExL-R), 4/6 (Frtg-D)		Included w/ 7.90.1	
48 - Spur 399	4.10.1	Spur 399	US 75	SH 5	4 (Frwy), 4/8 (Frtg-D)	4 (Frwy), 4/8 (Frtg-D) 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$11,303,000	Modified
48 - Spur 399	4.15.1	Spur 399 Extension	SH 5	Stewart Road			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$24,892,000	
48 - Spur 399	4.20.1	Spur 399 Extension	Stewart Road	US 380			6/8 (Frwy), 4/6 (Frtg-D)	6/8 (Frwy), 4/6 (Frtg-D)		\$288,290,000	
49 - State Loop 12	17.20.1	State Loop 12	SH 183	SH 356	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		\$925,000,000	
49 - State Loop 12	17.20.2	State Loop 12	SH 356	IH 30	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		Included w/ 17.20.1	
49 - State Loop 12	17.30.1	State Loop 12	IH 30	Spur 408	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/8 (Frtg-C)		Included w/ 17.20.1	
50 - State Loop 288 (East)	100.20.1	State Loop 288	IH 35	US 77 East of FM 428		4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$23,602,950	Modified
50 - State Loop 288 (East)	100.20.2	State Loop 288	US 77 East of FM 428	FM 428 Kings Row			6 (Frwy), 4/6 (Frtg-C) 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C) 4 (Frtg-C)		\$236,029,500	Modified

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
50 - State Loop 288 (East)	100.20.3	State Loop 288	FM 428 Kings Row	US 380			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$212,426,550	Modified
51 - State Loop 288 (West)	100.10.1	State Loop 288	IH 35 (North of Denton)	US 380 (West of Denton)				2 (Frtg-C) 4 (Frtg-C)		Included w/ RSA 2.190.250	Added (mistakenly absent from table)
51 - State Loop 288 (West)	103.10.1	State Loop 288	John Paine Road	(US 380 West of Denton)				2 (Frtg-C) 4 (Frtg-C)		\$107,369,625	Added (mistakenly absent from table)
51 - State Loop 288 (West)	103.10.2	State Loop 288	IH 35W (South of Denton)	John Paine Road				2 (Frtg-C) 4 (Frtg-C)		\$24,306,008	Added (mistakenly absent from table)
52 - State Loop 9	6.20.1	State Loop 9	US 67	IH 35E				2 (Frtg-C) 6 (Frtg-C)		\$1,200,000,000	
52 - State Loop 9	6.30.1	State Loop 9	IH 35E	IH 45				2 (Frtg-C) 6 (Frtg-C)		Included w/ 6.20.1	
52 - State Loop 9	6.40.1	State Loop 9	IH 45	US 175				2 (Frtg-C) 6 (Frtg-C)		Included w/ 6.20.1	
52 - State Loop 9	6.50.1	State Loop 9	US 175	IH 20				2 (Frtg-C) 6 (Frtg-C)		Included w/ 6.20.1	
53 - US 175	36.10.1	US 175	SH 310	Lake June Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$303,143,666	
54 - US 287 (Ellis County)	1.80.2	US 287	St Paul Road	Prairie Ridge Blvd				4 (Frwy), 4 (Frtg-C)		\$53,975,000	
54 - US 287 (Ellis County)	1.90.1	US 287	Prairie Ridge Blvd	Old Fort Worth Road/East of BUS 67				4 (Frwy), 4 (Frtg-D)		\$127,000,000	
54 - US 287 (Ellis County)	1.100.2	US 287	Midlothian Parkway	BU 287 (West of Waxahachie)				4 (Frwy), 4 (Frtg-C)		\$158,750,000	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
54 - US 287 (Ellis County)	1.100.3	US 287	BU 287 (West of Waxahachie)	IH 35E	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)		Included w/ 1.100.2	
54 - US 287 (Ellis County)	1.110.2	US 287	FM 878/Wyatt Street	BU 287 (East of Waxahachie)			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$201,576,042	
54 - US 287 (Ellis County)	1.110.3	US 287	BU 287 (East of Waxahachie)	Boyce Road			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$88,160,605	
54 - US 287 (Ellis County)	1.110.4	US 287	Boyce Road	Cook Road		4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$89,268,180	
54 - US 287 (Ellis County)	1.110.5	US 287	Cook Road	BU 287 (West Ennis)	4 (Rural)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$81,907,248	
54 - US 287 (Ellis County)	1.120.1	US 287	BU 287	Lampasas Road	4 (Frwy)	4 (Frwy)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$81,838,668	
55 - US 287 (North)	1.40.1	US 287	South of Ramhorn Hill Road (Wise County Line)	South of Avondale Haslet Road	4 (Rural), 4 (Frtg-D)	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 1.30.1	
55 - US 287 (North)	1.40.2	US 287	South of Avondale Haslet Road	IH 35W	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$266,000,000	
56 - US 287 (South)	1.60.2	US 287	Sublett Road	Russell Curry Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		\$90,000,000	
56 - US 287 (South)	1.60.3	US 287	Russell Curry Road	FM 157	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.2	
56 - US 287 (South)	1.60.4	US 287	FM 157	Walnut Creek Drive	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 1.60.2	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
56 - US 287 (South)	1.60.5	US 287	Walnut Creek Drive	Broad Street	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.2	
56 - US 287 (South)	1.60.6	US 287	Broad Street	Lone Star Road	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)		\$123,000,000	
57 - US 380 Farmersville Bypass	2.140.1	US 380 Farmersville Bypass	CR 560	CR 698 East of CR 698/CR 699			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	Modified
57 - US 380 Farmersville Bypass	2.140.2	US 380 Farmersville Bypass	East of CR 698/CR 699	CR 698/CR 699 (Hunt County Line)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	Added
58 - US 380 Freeway	2.40.5	US 380	Teel Parkway/ Championship Drive	West of Legacy Drive	-	-	6 (Frtg-C)	6 (Frtg-C)	-	Included w/ 2.50.2	Removed
58 - US 380 Freeway	2.50.1	US 380	West of Legacy Drive	SH 289			8 (Frwy), 6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	Modified
58 - US 380 Freeway	2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$3,196,700,966	
58 - US 380 Freeway	2.110.1	US 380	Spur 399 Extension	E of CR 406 West of CR 337			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	Modified
58 - US 380 Freeway	2.110.2	US 380	West of CR 337	East of CR 406			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	Added
58 - US 380 Freeway	2.130.1	US 380	East of CR 456	CR 560			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	
59 - US 380 McKinney Bypass	2.80.1	US 380 McKinney Bypass	Lakewood Drive	CR 1006			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	
59 - US 380 McKinney Bypass	2.90.1	US 380 McKinney Bypass	CR 1006	US 75			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
59 - US 380 McKinney Bypass	2.100.1	US 380 McKinney Bypass	US 75	US 380			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	
60 - US 380 Princeton Bypass	2.120.1	US 380 Princeton Bypass	East of CR 406	East of CR 456			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2	
61 - US 75 (Collin County)	23.10.1	US 75	CR 375 (Grayson County Line)	CR 370	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$186,034,091	
61 - US 75 (Collin County)	23.20.1	US 75	Melissa Road	SRT (SH 121) (N)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)		\$193,534,091	
62 - US 75 Technology Lanes	23.40.1	US 75	SRT (SH 121) (S)	Exchange Parkway	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$57,000,000	
62 - US 75 Technology Lanes	23.40.2	US 75	Exchange Parkway	Bethany Drive	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1	
62 - US 75 Technology Lanes	23.40.3	US 75	Bethany Drive	Spring Creek Parkway	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1	
62 - US 75 Technology Lanes	23.40.4	US 75	Spring Creek Parkway	15th Street	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1	
62 - US 75 Technology Lanes	23.40.5	US 75	15th Street	PGBT/SH 190	8 (Frwy) + 2 (HOV-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1	
62 - US 75 Technology Lanes	23.50.1	US 75	PGBT	IH 635	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$14,564,315	
63 - US 80	32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,400,000,000	
63 - US 80	32.10.2	US 80	IH 635	Belt Line Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 32.10.1	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
63 - US 80	32.10.3	US 80	Belt Line Road	FM 460	4 (Frwy), 4 (Frtg-D) 2/4 (Frtg-D)	4 (Frwy), 4 (Frtg-D) 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 32.10.1	Modified
63 - US 80	32.10.4	US 80	FM 460	FM 548	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 32.10.1	
63 - US 80	32.10.5	US 80	FM 548	Spur 557	4 (Frwy), 2/6 (Frtg-C) 4 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C) 4 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C) 4 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C) 4 (Frtg-C)		Included w/ 32.10.1	Modified
63 - US 80	34.10.1	Spur 557	US 80	IH 20	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 4/6 (Frtg-C) 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	Addition of Frontage Roads	Included w/ 32.10.1	Modified

(Frwy): Freeway Lanes; (Toll): Tolloed Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector Distributor Lanes; (ML/T-C): Tolloed Concurrent Managed Lanes; (M/T-R): Tolloed Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveway direct access to the facility; NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

NOTE: Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvements. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor and do not affect Transportation Conformity.

Regionally Significant Arterials Improvements Summary

May 2022

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.557.200	NTTA	Collin	Dallas North Parkway	CR 60	FM 428	2 (Frtg)	2 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways	
1.557.250	NTTA	Collin	Dallas Parkway	FM 428	North of US 380	2/2 (Frtg)	2/2 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways	
1.605.200	TxDOT Dallas	Collin	SH 289 Preston Road	CR 107/CR 60	BU 289	2	2	4	6	\$28,221,787	
1.605.225	TxDOT Dallas	Collin	SH 289 Preston Road	BU 289	FM 455	4	4	4	6	\$12,500,000	
1.605.240	TxDOT Dallas	Collin	SH 289 Preston Road	FM 455	FM 1461	4	4	4	6	\$20,000,000	
1.605.425	TxDOT Dallas	Collin	SH 289 Preston Road	Plano Parkway	President George Bush Turnpike	6	6	6	8	\$1,000,000	
1.605.475	TxDOT Dallas	Collin	SH 289 Preston Road	Mapleshade Drive	Frankford Road	6	6	8	8	\$5,385,000	
1.645.200	TxDOT Dallas	Collin	Shiloh Road	Spring Creek Parkway	FM 544 14th Street	2	2	4	4	\$14,934,400	
1.645.210	TxDOT Dallas	Collin	Shiloh Road	FM 544 14th Street	Renner Road	6	6	6	4	\$6,500,000	
1.660.225	TxDOT Dallas	Collin	FM 1378 Country Club Road	North of Stacy Road	FM 2786 Stacy Road	2	2	4	4	\$4,523,400	
1.660.250	TxDOT Dallas	Collin	FM 1378 Country Club Road	FM 2786 Stacy Road	Rock Ridge Road	2	2	4	6	\$4,750,000	
1.660.275	TxDOT Dallas	Collin	FM 1378 Country Club Road	Rock Ridge Road	FM 2514 Parker Road	2	2	4	4	\$62,500,000	
1.660.400	TxDOT Dallas	Collin	Merritt Road	Sachse Road	PGBT	2	4	4	4	\$30,298,693	
1.680.200	TxDOT Dallas	Collin	SH 5	CR 375 (Grayson County)	FM 455	2	2	4	4	\$32,395,657	
1.680.210	TxDOT Dallas	Collin	SH 5	FM 455	SH 121	2	4	4	6	\$65,109,690	
1.680.225	TxDOT Dallas	Collin	SH 5	SH 121	North of Tennessee Street	2	4	4	6	\$131,659,696	
1.680.250	TxDOT Dallas	Collin	SH 5	North of Tennessee Street	North of Industrial Blvd/Eldorado Parkway	4	4	4	4	\$37,135,658	
1.680.275	TxDOT Dallas	Collin	SH 5	North of Industrial Blvd/Eldorado Parkway	Industrial Blvd/Eldorado Parkway	2/2	2/2	2/2	2/2	\$5,141,840	
1.680.300	TxDOT Dallas	Collin	SH 5	Industrial Blvd/Eldorado Parkway	Stewart Road	4	4	6	6	\$38,205,892	
1.680.315	TxDOT Dallas	Collin	SH 5	Stewart Road	SP 399	4 2/2	3/3 2/2	N/A	N/A	Included w/ Freeways/Tollways	Modified
1.680.325	TxDOT Dallas	Collin	SH 5	SP 399	Indian Springs Road	2	2	4	4	\$24,236,638	
1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	2	4	6	\$12,500,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	Jct SH 205/John King Blvd (N Goliad)	2	4	4	6	\$81,317,218	
1.740.200	TxDOT Dallas	Collin	SH 78	East of SH 160	SH 160	2	2	4	4	\$5,815,800	
1.740.300	TxDOT Dallas	Collin	SH 78	SH 160	FM 6	4	4	6	6	\$174,904,800	
1.742.150	TxDOT Dallas	Collin	Outer Loop	US 380	CR 637	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways	
1.742.200	TxDOT Dallas	Collin	Outer Loop	CR 637	FM 2755	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways	
2.130.375	TxDOT Dallas	Collin	FM 455 Anna Weston Road	US 75	SH 5	4	4	4	6	\$9,750,000	
2.150.600	TxDOT Dallas	Collin	Outer Loop	FM 428	West of Dallas North Tollway	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways	
2.150.610	TxDOT Dallas	Collin	Outer Loop	West of Dallas North Tollway	Dallas North Tollway	0	0	1/1 1/1 (Frtg)	N/A	Included w/ Freeways/Tollways	Modified
2.150.650	TxDOT Dallas	Collin	Outer Loop	Dallas North Tollway	SH 289/Preston Road	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$804,000,000	
2.150.675	TxDOT Dallas	Collin	Outer Loop	SH 289/Preston Road	US 75	0	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways	
2.150.700	TxDOT Dallas	Collin	Outer Loop	US 75	West Of SH 121	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$415,090,000	
2.150.710	TxDOT Dallas	Collin	Outer Loop	West Of SH 121	SH 121	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$8,400,600	
2.215.575	TxDOT Dallas	Collin	Eldorado Parkway	FM 2478 Custer Road	US 75	4	4	6	6	\$39,777,200	
2.218.300	TxDOT Dallas	Collin	Stacy Road	Angel Parkway	FM 1378	4	4	4	6	\$10,000,000	
2.225.525	TxDOT Dallas	Collin	US 380	West of Legacy Drive	SH 289	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways	
2.225.535	TxDOT Dallas	Collin	US 380	SH 289	Lovers Lane	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways	
2.225.550	TxDOT Dallas	Collin	US 380	Lovers Lane	Lakewood Drive	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways	
2.225.660	TxDOT Dallas	Collin	US 380	New Hope Road Airport Road	West of Tarvin Road New Hope Road	4	4	N/A 6	N/A 6	Included w/ Freeways/Tollways \$33,993,296	Modified
2.225.665	TxDOT Dallas	Collin	US 380	New Hope Road	West of Tarvin Road	4	N/A	N/A	N/A	Included w/ Freeways/Tollways	Added
2.225.670	TxDOT Dallas	Collin	US 380	West of Tarvin Road	CR 490	4	4	6	6	\$25,916,753 \$76,362,281	
2.225.675	TxDOT Dallas	Collin	US 380	CR 490	CR 560 East of CR 560	4	4	N/A	N/A	Included w/ Freeways/Tollways	Modified
2.225.680	TxDOT Dallas	Collin	US 380	CR 560 East of CR 560	CR 608 Hamilton Street	4	4	6	6	Included w/ Freeways/Tollways	Modified
2.225.690	TxDOT Dallas	Collin	US 380	CR 608 Hamilton Street	S Main Street	4	4	4	6	\$2,250,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.225.700	TxDOT Dallas	Collin	US 380	S Main Street	CR 698/CR 699 (Hunt County Line)	4	4	4	6	\$12,500,000	
1.515.375	TxDOT Dallas	Dallas	Belt Line Road	Conflans Road	Rock Island Road	6	6	8	8	\$3,015,600	
1.525.425	TxDOT Dallas	Dallas	Macarthur Blvd	Shady Grove Road	Hunter Ferrell Road	4	4	6	6	\$8,903,200	
1.525.450	TxDOT Dallas	Dallas	Macarthur Blvd	Hunter Ferrell Road	South of Hunter Ferrell Road	4	4	4	6	\$2,500,000	
1.525.475	TxDOT Dallas	Dallas	Macarthur Blvd	South of Hunter Ferrell Road	IH 30	4	4	4	6	\$10,000,000	
1.525.500	TxDOT Dallas	Dallas	Macarthur Blvd	IH 30	SH 180 Main Street	4	4	6	6	\$5,959,400	
1.527.200	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	IH 20	4	4	6	6	\$19,816,800	
1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	2	4	4	\$5,887,600	
1.550.300	TxDOT Dallas	Dallas	Luna Road	Royal Lane	SP 348	2	2	4	6	\$17,500,000	
1.565.260	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	University Blvd	6	6	8	8	\$3,518,200	
1.565.275	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	North Of Airdrome Drive	6	6	8	8	\$1,417,000	
1.565.300	TxDOT Dallas	Dallas	Lemmon Avenue NB/ Lemmon Avenue SB	North of Airdrome Drive	Airdrome Drive	3/3	3/3	4/3	4/4	\$525,000	
1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North of Spring Valley Road	6	6	6	8	\$3,750,000	
1.575.425	TxDOT Dallas	Dallas	Hampton Road	FM 1382 Belt Line Road	Parkerville Road	4	4	6	6	\$7,108,200	
1.575.440	TxDOT Dallas	Dallas	Hampton Road	Parkerville Road	Bear Creek Road	2	2	6	6	\$14,216,400	
1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	6	8	8	\$4,236,200	
1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	\$20,480,000	
1.585.300	TxDOT Dallas	Dallas	Riverfront Blvd	Commerce Street	Reunion Blvd	8	8 6	6	6	\$6,866,761	Modified
1.585.310	TxDOT Dallas	Dallas	Riverfront Blvd	Reunion Blvd	IH 30	8	8 6	6	6	\$10,105,799	Modified
1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	\$23,160,000	
1.587.275	TxDOT Dallas	Dallas	Houston Street	Elm Street	Commerce Street	3	3	4	4	\$897,500	
1.590.200	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Commerce Street	Crockett Street	6	6	6	8	\$1,500,000	
1.590.275	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Marilla Street	IH 30	4/4	6	6	6	\$1,488,319	
1.590.300	TxDOT Dallas	Dallas	Cesar Chavez Blvd	IH 30	Corinth Street	3/3	6	6	6	\$1,997,481	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.590.325	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Corinth Street	Grand Avenue	4	6	6	6	\$3,087,400	
1.590.400	TxDOT Dallas	Dallas	SM Wright Parkway	IH 45	US 175	N/A	3/3	3/3	3/3	Included w/ Freeways/Tollways	
1.590.550	TxDOT Dallas	Dallas	SH 310	Starks Avenue	Haven Street	2/2	2/2	2/2	3/3	\$250,000	
1.590.560	TxDOT Dallas	Dallas	SH 310	Haven Street	SH 310 Offramp	2/2	2/2	2/2	3/3	\$1,000,000	
1.590.575	TxDOT Dallas	Dallas	SH 310	Budd Street	Overton Road	2/2	2/2	2/2	3/3	\$550,000	
1.593.225	TxDOT Dallas	Dallas	Pearl Street	Ross Avenue	San Jacinto Street	5	5	6	6	\$1,436,000	
1.593.260	TxDOT Dallas	Dallas	Pearl Street	Live Oak Street	Pacific Avenue	4	4	6	6	\$2,584,800	
1.593.325	TxDOT Dallas	Dallas	Pearl Expressway	Jackson Street	Canton Street	3	3	3	4	\$175,000	
1.593.350	TxDOT Dallas	Dallas	Pearl Expressway	Canton Street	Marilla Street	2	2	4	4	\$933,400	
1.595.225	TxDOT Dallas	Dallas	Corinth Street Viaduct	Riverfront Blvd	8th Street	4	4	6	6	\$5,672,200	
1.595.375	TxDOT Dallas	Dallas	SH 342 Dallas Avenue	8th Street	Reindeer Road	2	2	4	4	\$25,848,000	
1.597.250	TxDOT Dallas	Dallas	Good Latimer Expressway NB/Good Latimer Expressway	Main Street	North of Taylor Street	3/3	3/3	3/3 6	3/3 6	Included w/ Freeways/Tollways	Added
1.600.260	TxDOT Dallas	Dallas	Coit Road	Alpha Road	IH 635	7	7	8	8	\$3,266,900	
1.600.275	TxDOT Dallas	Dallas	Coit Road	IH 635	Banner Drive	7	7	8	8	\$3,769,500	
1.605.575	TxDOT Dallas	Dallas	Preston Road	Northwest Highway	Lovers Lane	4	4	6	6	\$6,892,800	
1.625.210	TxDOT Dallas	Dallas	Skillman Street	Coppertown Lane	Royal Lane	5	5	6	6	\$5,026,000	
1.645.250	TxDOT Dallas	Dallas	Shiloh Road	President George Bush Turnpike	IH 635	4	6	6	6	\$54,371,305	
1.655.275	TxDOT Dallas	Dallas	Belt Line Road	Lake June Road	Pioneer Road	2	2	6	6	\$14,934,400	
1.655.400	TxDOT Dallas	Dallas	Belt Line Road	Simonds Road	Post Oak Road	2	2	4	4	\$15,724,200	
1.655.425	TxDOT Dallas	Dallas	Belt Line Road	Post Oak Road	IH 45	2	2	4	4	\$17,375,600	
1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	4	6	6	\$27,571,200	
1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	0	4	4	\$574,400	
1.740.625	TxDOT Dallas	Dallas	East Grand Avenue	East Grand Ave	Winslow Avenue	5	5	6	6	\$1,077,000	
1.740.650	TxDOT Dallas	Dallas	East Grand Avenue	Beacon Street	IH 30	4	4	6	6	\$1,364,200	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.330.250	TxDOT Dallas	Dallas	Belt Line Road	Southwestern Blvd	Moore Road	4	4	6	6	\$8,257,000	
2.330.275	TxDOT Dallas	Dallas	Belt Line Road	Moore Road	Macarthur Blvd	4	4	6	6	\$7,969,800	
2.330.360	TxDOT Dallas	Dallas	Belt Line Road	Dallas North Tollway	Prestonwood Blvd	7	7	8	8	\$14,862,600	
2.330.375	TxDOT Dallas	Dallas	Belt Line Road	Prestonwood Blvd	Meadowcreek Drive	6	6	8	8	\$9,693,000	
2.342.300	TxDOT Dallas	Dallas	Merritt Road	Chiesa Road	President George Bush Turnpike	0	0	4	4	\$25,318,600	
2.365.250	TxDOT Dallas	Dallas	Valley View Lane	IH 35E	Josey Lane	6	4	4	4	\$6,700,000	
2.370.375	TxDOT Dallas	Dallas	Avenue B/Forest Lane	Marion Drive	Garland Ave	3/3	3/3	4/3	4/3	\$1,148,800	
2.370.450	TxDOT Dallas	Dallas	SH 66 Avenue D EB/SH 66 Avenue B WB	1st Street	Thomas Street	3/4	3/4	4/4	4/4	\$1,436,000	
2.385.275	TxDOT Dallas	Dallas	Royal Lane	Riverside Drive	Luna Road	4	4	6	6	\$8,113,400	
2.410.225	TxDOT Dallas	Dallas	SP 348	West of Riverside Drive	Riverside Drive	4	4	6	6	\$7,927,680	
2.410.250	TxDOT Dallas	Dallas	SP 348	Riverside Drive	Luna Road	4	4	6	6	\$48,755,178	
2.410.395	TxDOT Dallas	Dallas	Preston Hollow Grade Separation	West of Meadowbrook Drive	East of Preston Road	0	0	0	2/2	\$9,000,000	
2.440.275	TxDOT Dallas	Dallas	Irving Blvd/2nd Street	North Sowers Road	Oconnor Road	3/2	3/2	2/2	2/2	\$3,086,300	
2.440.300	TxDOT Dallas	Dallas	Irving Blvd/2nd Street	Oconnor Road	Strickland Plaza	2/3	2/3	2/2	2/2	\$17,488,800	
2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	4	6	\$3,000,000	
2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	4	6	6	\$5,528,600	
2.515.400	TxDOT Dallas	Dallas	Commerce Street/Elm Street	Ervay Street	Cesar Chavez Blvd	3/4	3/4	5/5	5/5	\$1,220,600	
2.520.525	TxDOT Dallas	Dallas	SH 180 Main Street	SH 161	S Belt Line Road	4	2	2	2	\$30,000	
2.605.275	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	Merrifield Road	4	4	4	6	\$17,500,000	
2.605.300	TxDOT Dallas	Dallas	Mountain Creek Parkway	Merrifield Road	Illinois Avenue	4	4	4	6	\$3,500,000	
2.615.400	TxDOT Dallas	Dallas	Camp Wisdom Road	FM 1382	Camp Wisdom Road	4	4	4	6	\$1,750,000	
2.615.425	TxDOT Dallas	Dallas	Camp Wisdom Road	East of FM 1382	Clark Road	2	2	2	6	\$20,000,000	
2.625.275	TxDOT Dallas	Dallas	Danieldale Road	East of Cockrell Hill Road	Westmoreland Road	2	2	6	6	\$7,467,200	
2.625.290	TxDOT Dallas	Dallas	Danieldale Road	Westmoreland Road	Old Hickory Trail	2	2	6	6	\$7,180,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.625.300	TxDOT Dallas	Dallas	Danieldale Road	Old Hickory Trail	Hampton Road	2	2	4	4	\$3,590,000	
2.625.325	TxDOT Dallas	Dallas	Danieldale Road	Hampton Road	Polk Street	2	2	4	4	\$7,036,400	
2.625.350	TxDOT Dallas	Dallas	Danieldale Road	Polk Street	IH 35E	2	2	4	4	\$6,821,000	
2.650.300	TxDOT Dallas	Dallas	Pleasant Run Road	Sunrise Road	IH 45	4	4	4	6	\$2,500,000	
2.665.250	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	East of Clark Road	Joe Wilson Road	5	5	6	6	\$8,257,000	
2.665.275	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	Joe Wilson Road	Hampton Road	4	4	4	6	\$20,000,000	
2.665.350	TxDOT Dallas	Dallas	Belt Line Road	Bluegrove Road	Main Street	2	2	6	6	\$13,354,800	
2.665.375	TxDOT Dallas	Dallas	Belt Line Road	Main Street	Summers Road	2	2	4	4	\$35,684,600	
2.670.225	TxDOT Dallas	Dallas	Mansfield Road	Lake Ridge Parkway	Belt Line Road	4	4	4	6	\$12,500,000	
2.670.250	TxDOT Dallas	Dallas	Belt Line Road	Mansfield Road	US 67	4	4	4	6	\$9,500,000	
2.670.275	TxDOT Dallas	Dallas	Belt Line Road	US 67	FM 1382	4	4	4	6	\$3,000,000	
2.700.200	TxDOT Dallas	Dallas	State Loop 9	US 67	IH 35E	0	0	2 (Frtg)	3/3 (Frtg)	\$125,000,000	
2.700.225	TxDOT Dallas	Dallas	State Loop 9	IH 35E	IH 45	0	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	\$212,599,800	
2.700.275	TxDOT Dallas	Dallas	State Loop 9	IH 45	US 175	0	0	2 (Frtg)	3/3 (Frtg)	\$175,000,000	
2.700.300	TxDOT Dallas	Dallas	State Loop 9	US 175	South of IH 20	0	0	2 (Frtg)	3/3 (Frtg)	\$62,500,000	
2.700.350	TxDOT Dallas	Dallas	State Loop 9	South of IH 20	IH 20	0	0	2 (Frtg)	3/3 (Frtg)	\$5,000,000	
3.113.261	TxDOT Dallas	Dallas	Houston Street	Commerce Street	Wood Street	4	4	6	6	\$798,992	
3.113.263	TxDOT Dallas	Dallas	Houston Street	Wood Street	Young Street	5	5	6	6	\$239,698	
3.113.283	TxDOT Dallas	Dallas	Big Town Blvd	Samuell Blvd	Forney Road	4	4	6	6	\$7,395,400	
1.350.145	TxDOT Dallas	Denton	FM 156 NB/FM 156 SB	North of SH 114	South Of SH 114	0 4	0 4	4	4	\$8,328,800	Removed
1.350.150	TxDOT Dallas	Denton	FM 156	South of SH 114	Intermodal Parkway	2	2	4	4	\$27,571,200	
1.430.150	TxDOT Dallas	Denton	State Loop 288	US 380	John Paine Road	0	0	2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways	
1.430.200	TxDOT Dallas	Denton	SL 288/FM 2449	John Paine Road	Vintage Blvd/IH 35W	2 (Frtg)	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways	
1.430.225	TxDOT Dallas	Denton	Vintage Blvd	IH 35W	US 377 Bonnie Brae Street	2	2	4	4	\$11,344,400	Modified

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.475.210	TxDOT Dallas	Denton	FM 2499	FM 2181	South of FM 2181	4	4	6	6	\$1,866,800	
1.475.225	TxDOT Dallas	Denton	FM 2499	South of FM 2181	FM 407	4	4	6	6	\$32,669,000	
1.480.100	TxDOT Dallas	Denton	State Loop 288	E of FM 428	Kings Row	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	Added
2.190.325 1.480.175	TxDOT Dallas	Denton	State Loop 288	US 380 Offramp SB Audra Lane	Prominence Parkway	2/2	2/2	3/3	3/3	\$1,077,000	Modified
1.523.110	TxDOT Dallas	Denton	US 377	North of E Northside Drive	S Washington Street	2	2	6	6	\$42,500,000	
1.523.120	TxDOT Dallas	Denton	US 377	US 377 S Washington Street	FM 428	2	2	6	6	\$118,170,122	
1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	2	6	6	\$103,658,000	
1.540.160	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	FM 2164 US 77	University Drive US 380	3/2	3/2	2/2	2/2	\$2,441,200	
1.540.180	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	Hickory Street	Eagle Drive	2/3	2/3	3/3	3/3	\$1,938,600	
1.540.190	TxDOT Dallas	Denton	US 377 Elm Street	Eagle Drive	Carroll Blvd	4	4	6	6	\$1,292,400	
1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	2	6	6	\$93,334,433	
1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	2	4	4	\$73,235,382	
1.540.240	TxDOT Dallas	Denton	US 377	Marshall Creek Road	SH 114	4	4	4	4	\$7,536,000	
1.540.260	TxDOT Dallas	Denton	US 377	North of Byron Nelson Blvd	Parish Lane	2	2 4	4	4	\$12,050,000	Modified
1.560.210	TxDOT Dallas	Denton	FM 423	FM 720	Stonebrook Parkway	6	6	6	8	\$8,750,000	
1.560.225	TxDOT Dallas	Denton	FM 423	Stonebrook Parkway	Lebanon Road	6	6	6	8	\$22,500,000	
2.130.250	TxDOT Dallas	Denton	FM 455	IH 35	Marion Road	2	4	4	4	\$73,561,459	
2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway	IH 35	US 377	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways	
2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway	US 377	Legacy Drive	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways	
2.190.250	TxDOT Dallas	Denton	State Loop 288	US 380	IH 35	0	0	2 (Frtg)	2/2 (Frtg)	\$15,000,000	
2.190.300	TxDOT Dallas	Denton	State Loop 288	IH 35	Future US 380 Connector East of FM 428	2/2	2/2 N/A	N/A	N/A	Included w/ Freeways/Tollways	Modified
2.205.475	TxDOT Dallas	Denton	SH 114	FM 156	Double Eagle Blvd	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	
2.205.500	TxDOT Dallas	Denton	SH 114	Double Eagle Blvd	IH 35W	3/3 (Frtg)	3/3 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways	
2.205.600	TxDOT Dallas	Denton	SH 114	US 377	IH 35W	2/2 (Frtg)	N/A	N/A	N/A	Included w/ Freeways/Tollways	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.205.625	TxDOT Dallas	Denton	SH 114	US 377	East of US 377	2/2 (Frtg)	N/A	N/A	N/A	Included w/ Freeways/Tollways	
2.205.650	TxDOT Dallas	Denton	SH 114	East of US 377	SH 170	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways	
2.215.350	TxDOT Dallas	Denton	Eldorado Parkway	West of FM 720	FM 720	4	4	4	6	\$5,000,000	
2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	2/2	3/3	3/3	\$3,340,000	
2.225.440	TxDOT Dallas	Denton	US 380	US 377	Potter Shop Road	4	4	6	6	\$14,935,100	
2.225.445	TxDOT Dallas	Denton	US 380	Potter Shop Road	FM 720	4	4	6	6	\$77,798,026	
2.225.450	TxDOT Dallas	Denton	US 380	FM 720	FM 423	4	4	6	6	\$39,159,223	
2.225.475	TxDOT Dallas	Denton	US 380	FM 423	Teel Parkway/Championship Drive	4	4	3/3	3/3	\$70,247,012	
2.225.500	TxDOT Dallas	Denton	US 380	Teel Parkway/Championship Drive	West of Legacy Drive	3/3 4	3/3 4	3/3	3/3	Included w/ Freeways/Tollways	Added
2.270.200	TxDOT Dallas	Denton	FM 1171	West of FM 156	East of FM 156	0	0	6	6	\$1,750,000	
2.270.225	TxDOT Dallas	Denton	FM 1171	East of FM 156	West of PR 4720	0	0	4	4	\$60,000,000	
2.270.235	TxDOT Dallas	Denton	FM 1171	West of PR 4720	IH 35W	2	2	6	6	\$950,000	
2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	4	6	6	\$2,728,400	
2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of SRT East of Holford's Prairie Road	4 0	4	4	4	\$15,502,609	Added
2.286.350	TxDOT Dallas	Denton	Corporate Drive	East of Holford Prairie Road	SH 121 SRT	4	4	4	4	Included w/ 2.286.360	Added
2.286.360	TxDOT Dallas	Denton	Corporate Drive	SH 121 SRT	FM 2281 Old Denton Road	3	4	4	4	\$6,843,921	Added
1.220.725	TxDOT Dallas	Ellis	US 287	St Paul Road	Old Fort Worth Road	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	
1.220.775	TxDOT Dallas	Ellis	US 287	Midlothian Parkway	BU 287 Main Street	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	
1.220.800	TxDOT Dallas	Ellis	US 287	FM 878 Wyatt Street	Cook Road	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	
1.220.825	TxDOT Dallas	Ellis	US 287	Boyce Road	Cook Road	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways	
1.220.850	TxDOT Dallas	Ellis	US 287	Cook Road	Nesuda Road	2/2	2/2 N/A	N/A	N/A	Included w/ Freeways/Tollways	Modified
1.563.200	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Ovilla Main Street	BU 287	2	2	4	6	\$102,687,105	
1.580.300	TxDOT Dallas	Ellis	US 77 Elm Street	Ferris Avenue	FM 66	2	2	2/2	2/2	\$21,183,600	
1.580.325	TxDOT Dallas	Ellis	US 77	FM 66	FM 877	2	2	4	4	\$502,600	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.595.390	TxDOT Dallas	Ellis	SH 342	State Loop 9	FM 664	2	2	2	4	\$9,250,000	
1.595.400	TxDOT Dallas	Ellis	SH 342	FM 664	US 77	2	2	2	4	\$9,000,000	
1.840.650	TxDOT Dallas	Ellis	SH 34	FM 2451	Sunridge Drive	2	2	2	4	\$12,500,000	
1.840.655	TxDOT Dallas	Ellis	SH 34	Sunridge Drive	Sonoma Trail	2	2	2	4	\$3,500,000	
1.840.660	TxDOT Dallas	Ellis	SH 34	Sonoma Trail	IH 45	2	2	2	4	\$1,750,000	
1.840.700	TxDOT Dallas	Ellis	SH 34	FM 1181	Kaufman Street	2	2	4	4	\$1,220,600	
1.840.725	TxDOT Dallas	Ellis	SH 34	FM 1183	SP 437 Clay Street	2	2	2	4	\$3,500,000	
1.840.750	TxDOT Dallas	Ellis	SH 34 Lake Bardwell Drive	SP 437 Clay Street	IH 35E	2	2	2	4	\$100,000,000	
2.710.225	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Westmoreland Road	Ovilla Main Street	2	2	4	6	\$16,579,855	
2.710.300	TxDOT Dallas	Ellis	FM 664	IH 35E	SH 342	4	4	6	6	\$51,158,655	
2.710.325	TxDOT Dallas	Ellis	FM 664	SH 342	West of Ferris Road	2	2	6	6	\$181,380,463	
2.710.350	TxDOT Dallas	Ellis	FM 664	West of Ferris Road	N Central Street	0 2	6 2	6	6	\$46,860,236	Modified
2.710.375	TxDOT Dallas	Ellis	FM 664	N Central Street	IH 45	0	6 0	6	6	Included w/ 2.710.350	Modified
2.787.250	TxDOT Dallas	Ellis	BU 287 BU 45	Paris Street	IH 45	2	2	4	4	\$7,610,800	
1.710.275	TxDOT Dallas	Kaufman	FM 740	King Road	Ridgecrest Drive	2	4	4	4	\$17,714,708	
1.715.550	TxDOT Dallas	Kaufman	SH 205	Dower Drive/South of FM 548	North of US 80	2	4	4	6	\$97,241,454	
1.715.610	TxDOT Dallas	Kaufman	SH 205	North of US 80	US 80	4	4	4	6	\$12,111,450	
1.742.350	TxDOT Dallas	Kaufman	Outer Loop	Rockwall/Kaufman County Line	US 80	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways	
1.840.425	TxDOT Dallas	Kaufman	SH 34	Northeast of CR 2314 (Hunt County Line)	CR 319 Flowers Lane	2	2	2	4	\$35,000,000	
1.840.475	TxDOT Dallas	Kaufman	SH 34	Tanger Drive	SH 243 Mulberry Street	2	2	4	4	\$75,000,000	
1.840.490	TxDOT Dallas	Kaufman	SH 34	FM 1836 Rand Road	US 175	4	4	4	6	\$7,250,000	
1.840.525	TxDOT Dallas	Kaufman	SH 34	US 175	Washington Street	4	4	4	6	\$10,000,000	
1.840.550	TxDOT Dallas	Kaufman	SH 34	Washington Street	West of Washington Street	2	2	4	6	\$8,750,000	
1.840.575	TxDOT Dallas	Kaufman	SH 34	West of Washington Street	CR 4094	2	2	2	4	\$15,000,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.840.600	TxDOT Dallas	Kaufman	SH 34	CR 4094	Stewart Street	2	2	2	4	\$32,500,000	
1.840.610	TxDOT Dallas	Kaufman	SH 34	Stewart Street	South of Stewart Street	2	2	2	4	\$2,250,000	
1.840.620	TxDOT Dallas	Kaufman	SH 34	South of Stewart Street	FM 148	2	2	2	4	\$1,500,000	
1.840.630	TxDOT Dallas	Kaufman	SH 34	FM 148	Northeast of CR 4092/CR 4083	2	2	2	4	\$2,500,000	
1.840.640	TxDOT Dallas	Kaufman	SH 34	Northeast of CR 4092/CR 4083	FM 2451	2	2	2	4	\$57,500,000	
2.497.250	TxDOT Dallas	Kaufman	FM 460	US 80	FM 740	2	4	4	4	\$3,547,958	
1.710.240	TxDOT Dallas	Rockwall	FM 740	FM 1140	FM 550	2	4	4	4	\$12,500,000	
1.710.250	TxDOT Dallas	Rockwall	FM 740	Hubbard Drive	King Road	2	4	4	4	\$4,000,000	
1.715.225	TxDOT Dallas	Rockwall	SH 205	Jct SH 205/John King Blvd (S Goliad)	FM 552	2	2	4	4	\$8,005,332	
1.715.250	TxDOT Dallas	Rockwall	SH 205 Goliad Street	FM 552	Los Altos Drive	2	2	4	4	\$13,842,554	
1.715.275	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Los Altos Drive	Live Oak Street	2	2	4	4	\$1,250,833	
1.715.300	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Live Oak Street	South of Heath Street	2	2	4	4	\$3,585,722	
1.715.325	TxDOT Dallas	Rockwall	SH 205	South of Heath Street	Alamo Road	2/2	2/2	2/2	3/3	\$575,000	
1.715.350	TxDOT Dallas	Rockwall	SH 205	Alamo Road	Kaufman Street	2/3	2/3	2/3	3/3	\$1,000,000	
1.715.450	TxDOT Dallas	Rockwall	SH 205 Goliad Street	South of Ralph Hall Parkway	North of Mims Road	2	2	4	6	\$1,000,000	
1.715.475	TxDOT Dallas	Rockwall	SH 205 Goliad Street	North of Mims Road	Pullen Road	2	4	4	6	\$44,848,090	
1.715.500	TxDOT Dallas	Rockwall	SH 205	Pullen Road	FM 548	2	4	4	6	\$62,031,266	
1.715.525	TxDOT Dallas	Rockwall	SH 205	FM 548	Dower Drive/South of FM 548	2	4	4	6	\$10,825,400	
1.720.300	TxDOT Dallas	Rockwall	SH 205/John King Blvd	Jct SH 205/John King Blvd (N Goliad)	IH 30	4	4	6	6	\$33,934,453	
1.720.350	TxDOT Dallas	Rockwall	SH 205/John King Blvd	IH 30	Jct SH 205/John King Blvd (S Goliad)	4	4	6	6	\$12,119,447	
1.742.250	TxDOT Dallas	Rockwall	Outer Loop	FM 2755	IH 30	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways	
1.742.300	TxDOT Dallas	Rockwall	Outer Loop	IH 30	Rockwall/Kaufman County Line	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways	
2.370.575	TxDOT Dallas	Rockwall	SH 66 Washington Street/SH 66 Rusk Street	East of Lake Shore Drive	West of Alamo Road	2/2	2/2	3/2	3/2	\$179,500	
2.375.225	TxDOT Dallas	Rockwall	SH 276	SH 205 Goliad Street	FM 549	4	4	4	6	\$17,500,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.375.250	TxDOT Dallas	Rockwall	SH 276	FM 549	FM 551	2	4	4	6	\$35,672,164	
2.375.275	TxDOT Dallas	Rockwall	SH 276	FM 551	FM 548	2	4	4	6	\$19,168,142	
2.375.300	TxDOT Dallas	Rockwall	SH 276	FM 548	Honey Creek Circle	2	4	4	6	\$29,764,103	
1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	4	\$17,500,000	
1.250.200	TxDOT Fort Worth	Hood	US 377 Bypass	North of SH 171	Old Granbury Road	0	2/2	2/2	2/2	\$30,000,000	
1.540.470	TxDOT Fort Worth	Hood	US 377	FM 167 S (Fall Creek Highway)	FM 167 N (Temple Hall Highway)	2/2	2/2	3/3	3/3	Included w/ 1.540.500	
1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Highway)	Mustang Trail	4	4	6	6	Included w/ 1.540.500	
1.540.490	TxDOT Fort Worth	Hood	US 377	Mustang Trail	Harbor Lakes Drive	2/2	2/2	3/3	3/3	Included w/ 1.540.500	
1.540.500	TxDOT Fort Worth	Hood	US 377	Harbor Lakes Drive	Old Cleburne Road	4	4	6	6	\$205,400,000	
1.540.510	TxDOT Fort Worth	Hood	US 377	Old Cleburne Road	East of SH 144	2/2	2/2	3/3	3/3	Included w/ 1.540.500	
1.540.520	TxDOT Fort Worth	Hood	US 377 NB/US 377 SB	East of SH 144	FM 51	2/2	2/2	3/2	3/2	Included w/ 1.540.500	
1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Drive	1/2	1/2	2/2	2/2	Included w/ 1.540.500	
1.540.560	TxDOT Fort Worth	Hood	US 377	Holmes Dr.	Powell Cemetery Road	2	2	4	4	\$30,000,000	
1.540.575	TxDOT Fort Worth	Hood	US 377	Powell Cemetery Road	FM 2870	2	2	4	4	\$8,000,000	
1.540.600	TxDOT Fort Worth	Hood	US 377	FM 2870	West Of Campbell Road	2	2	4	4	\$22,500,000	
2.745.240	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	FM 4 Acton Highway	North Gate Road	2	2	2	4	\$100,000	
2.745.250	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	North Gate Road	FM 167	2	2	2	4	\$4,500,000	
1.200.300	TxDOT Fort Worth	Johnson	SH 171	US 377	Lancaster Street	2	2	2	4	\$2,260,000	
1.200.310	TxDOT Fort Worth	Johnson	SH 171	Lancaster Street	Southeast of Lancaster Street	2	2	2	4	\$565,000	
1.200.325	TxDOT Fort Worth	Johnson	SH 171	Southeast of Lancaster Street	SH 174 Main Street	2	2	2	4	\$85,000,000	
1.385.225	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Hillery Street	Renfro Street	3/3	3/3	2/2	2/2	Included w/ Freeways/Tollways	
1.385.260	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Elk Drive	FM 731	4	6	6	6	\$17,200,000	
1.385.275	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	FM 731	Main Street Old Highway	4	4	6	6	Included w/ 1.385.260	
1.465.400	TxDOT Fort Worth	Johnson	FM 157	BU 287 Lone Star Road	Chambers Street	2	2	4	4	\$150,800,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.465.425	TxDOT Fort Worth	Johnson	FM 157	Chambers Street	US 67	2	2	4	4	Included w/ 1.465.400	
2.740.225	TxDOT Fort Worth	Johnson	FM 917	SH 121	IH 35W	2	2	2	2	\$58,156,670	
2.740.250	TxDOT Fort Worth	Johnson	FM 917	IH 35W	CR 617 Jessica Drive	2	2	4	6	\$118,125,000	
2.740.275	TxDOT Fort Worth	Johnson	FM 917	CR 617 Jessica Drive	North of CR 515	2	2	4	6	Included w/ 2.740.250	
2.740.300	TxDOT Fort Worth	Johnson	FM 917	North of CR 515	Heritage Parkway	4	4	6	6	\$47,025,000	
2.745.325	TxDOT Fort Worth	Johnson	FM 4 Kilpatrick Street	US 67	Nolan River Road	2	2	2	4	\$17,500,000	
2.815.225	TxDOT Fort Worth	Johnson	US 67	West of CR 1119 (Somervell County Line)	Park Road 21	2	2	2	4	\$92,500,000	
2.815.250	TxDOT Fort Worth	Johnson	US 67	Park Road 21	East of CR 1123	2	2	4	4	Included w/ 2.815.225	
2.815.275	TxDOT Fort Worth	Johnson	US 67	East of CR 1123	Henderson Street (BU 67)	1/1	1/1	2/2	2/2	Included w/ 2.815.225	
1.190.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	Garner Road	2	2	2	4	\$10,000,000	
1.190.225	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Garner Road	Greenwood Road	1/1	1/1	4	4	\$5,500,000	
1.190.250	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Greenwood Road	IH 20	2	2	2	4	\$12,500,000	
1.200.200	TxDOT Fort Worth	Parker	SH 171 Main Street	US 180	W Columbia Street	4	4	4	2	\$800,000	
1.230.175	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 730	US 180	0	0 2	2	4	\$27,500,000	Modified
1.375.385	TxDOT Fort Worth	Parker	FM 51	Bridge Street	US 180	4	4	4	2	\$475,000	
2.480.290	TxDOT Fort Worth	Parker	US 180 Palo Pinto Street	Alamo Street	West of Main Street	4	4	4	2	\$4,000,000	
2.480.300	TxDOT Fort Worth	Parker	US 180 EB/US 180 WB	West of Main Street	East of Main Street	2/2	2/2	2/2	1/1	\$2,000,000	
2.480.315	TxDOT Fort Worth	Parker	US 180 Fort Worth Highway	East of Main Street	Santa Fe Drive	4	4	2	2	\$22,500,000	
2.490.200	TxDOT Fort Worth	Parker	SH 171 Southern Bypass/S Waco/W Columbia	S Waco Street	SH 171 Main Street	0	0	0	4	\$3,750,000	
2.490.300	TxDOT Fort Worth	Parker	US 180 Northern Bypass/Waco Street	N Waco Street	E Spring Street	2	4	4	4	\$35,000,000	
2.490.350	TxDOT Fort Worth	Parker	US 180 Northern Bypass/E Spring Street	N Waco Street	East of Elm Street	2	4	4	4	Included w/ 2.480.290	
2.495.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	FM 51	2	2	2	4	\$8,500,000	
2.495.300	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 51	FM 730	0	0 2	2	4	\$55,000,000	Modified
2.545.260	TxDOT Fort Worth	Parker	FM 1187	Maverick Street	FM 5	2	2	4	6	Included w/ 2.545.275	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.545.275	TxDOT Fort Worth	Parker	FM 1187	FM 5	North of US 377	2	2	4	6	\$17,564,873	
1.280.275	TxDOT Fort Worth	Tarrant	FM 730	Briar Road	FM 1542 Reno Road	2	2	2	4	Included w/ 1.280.250	
1.280.300	TxDOT Fort Worth	Tarrant	FM 730	FM 1542 Reno Road	SH 199	4	4	4	6	Included w/ 1.280.250	
1.330.200	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Bonds Ranch Road	Heritage Trace Parkway	2	2	2	6	\$42,500,000	
1.330.210	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Heritage Trace Parkway	Bailey Boswell Road	0	0	4	6	\$10,000,000	
1.330.250	TxDOT Fort Worth	Tarrant	FM 1220 Boat Club Road	Bailey Boswell Road	Azle Avenue	4	4	4	6	\$22,500,000	
1.335.210	TxDOT Fort Worth	Tarrant	Academy Blvd	South of Westpoint Blvd	Amber Ridge Drive	0	0	4	4	\$13,211,200	
1.335.230	TxDOT Fort Worth	Tarrant	Academy Blvd	Old Weatherford Road	IH 30	0	0	4	4	Included w/ 1.335.210	
1.335.250	TxDOT Fort Worth	Tarrant	Rm 2871 Academy Blvd	IH 30	US 377	2	2	4	4	\$60,313,000	
1.350.200	TxDOT Fort Worth	Tarrant	FM 156	Intermodal Parkway	Avondale Haslet Road	2	4	4	4	Included w/ 1.350.225	
1.350.225	TxDOT Fort Worth	Tarrant	FM 156	Avondale Haslet Road	US 81/US 287	2	2	6	6	\$110,663,000	
1.365.150	TxDOT Fort Worth	Tarrant	BU 287	FM 718	South of FM 718	2/2	2/2	4	4	\$731,104	
1.365.170	TxDOT Fort Worth	Tarrant	BU 287P	South of FM 718	North of W Bonds Road	2	2	2	4	\$12,500,000	
1.370.225	TxDOT Fort Worth	Tarrant	FM 731 Crowley Road	Sycamore School Road	Main Street	4	4	4	6	\$825,000	
1.384.200	TxDOT Fort Worth	Tarrant	Intermodal Parkway	FM 156	West of Old Blue Mound Road	2	4	4	6	\$17,500,000	
1.384.210	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of Old Blue Mound Road	Westport Parkway	4	4	4	6	Included w/ 1.384.200	
1.384.225	TxDOT Fort Worth	Tarrant	Intermodal Parkway	Westport Parkway	SH 170 Extension	0	3/3 2/2	3/3	3/3	\$21,540,000	Modified
1.390.300	TxDOT Fort Worth	Tarrant	BU 287P	Turner Warnell Road	FM 157	2	2	4	4	\$25,000,000	
1.397.250	TxDOT Fort Worth	Tarrant	Wichita Street	IH 20	Roy C Brooks Blvd	2	2	4	4	\$9,405,800	
1.397.275	TxDOT Fort Worth	Tarrant	Wichita Street	Roy C Brooks Blvd	Shelby Road	2	2	4	4	\$9,914,389	
1.400.225	TxDOT Fort Worth	Tarrant	Beach Street	SH 170	Alta Vista Road	0	0	0	6	\$22,500,000	
1.400.250	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	Timberland Blvd	4	4	6	6	\$3,302,800	
1.400.325	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	North Tarrant Parkway	4	4	6	6	\$21,252,800	
1.435.300	TxDOT Fort Worth	Tarrant	Precinct Line Road	South of Trinity Blvd	Randol Mill Road	2	2	2	4	\$5,250,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.435.305	TxDOT Fort Worth	Tarrant	Cooks Lane	Randol Mill Road	Lowery Lane	0	0	0	4	\$7,500,000	
1.435.315	TxDOT Fort Worth	Tarrant	Cooks Lane	Lowery Lane	John T White Road	2	2	2	4	\$2,500,000	
1.435.375	TxDOT Fort Worth	Tarrant	Cooks Lane	Brentwood Stair Road	SH 180/Dottie Lynn Parkway	2	2	2	4	\$7,250,000	
1.440.250	TxDOT Fort Worth	Tarrant	FM 1938 Davis Blvd	Dove Road	Randol Mill Avenue	4	4	4	6	\$3,000,000	
1.440.275	TxDOT Fort Worth	Tarrant	FM 1938 Davis Blvd	Randol Mill Avenue	FM 1709 Southlake Blvd	4	4	4	6	\$25,000,000	
1.465.325	TxDOT Fort Worth	Tarrant	Main Street	Dallas Street	Heritage Parkway	2	2	2	4	\$2,750,000	
1.470.200	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Mid Cities Blvd	Midway Drive	4	4	6	6	\$1,100,000	
1.470.225	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Midway Drive	SH 183	4	4	6	6	\$1,100,000	
1.470.425	TxDOT Fort Worth	Tarrant	Collins Street	IH 20	Sublett Road	4	4	4	6	\$12,500,000	
1.495.275	TxDOT Fort Worth	Tarrant	SH 26 Grapevine Highway	Brown Trail	Bedford Euless Road	4	4	6	6	\$45,000,000	
1.495.300	TxDOT Fort Worth	Tarrant	SH 26/Boulevard 26	IH 820	SH 26 Grapevine Highway	4	4	6	6	\$45,000,000	
1.540.330	TxDOT Fort Worth	Tarrant	US 377 Belknap Street	Oakhurst Scenic Drive	Belknap Street	4	4	3	3	\$575,000	
2.280.570	TxDOT Fort Worth	Tarrant	SH 199	North of FM 1886	South of FM 1886	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways	
2.280.575	TxDOT Fort Worth	Tarrant	SH 199	Rankin Road	East of Rankin Road	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways	
2.280.600	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	East of Rankin Road	Begin Frontage Couplet	4	N/A	N/A	N/A	Included w/ Freeways/Tollways	
2.280.700	TxDOT Fort Worth	Tarrant	SH 199	Boat Club Road	IH 820	3/3	3/3	6	6	Included w/ Freeways/Tollways	
2.280.725	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	IH 820	Roberts Cut Off Road	6 4	6 4	6	6	Included w/ 2.280.740	Added
2.280.740	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	Roberts Cut Off Road	University Blvd/Northside Drive	4	4	4 6	4 6	\$79,661,515	Modified
2.320.250	TxDOT Fort Worth	Tarrant	Westport Parkway	FM 156	West of Intermodal Parkway	3	3	4	6	\$12,500,000	
2.320.260	TxDOT Fort Worth	Tarrant	Westport Parkway	West of Intermodal Parkway	Intermodal Parkway	4	4	4	6	\$1,500,000	
2.320.275	TxDOT Fort Worth	Tarrant	Westport Parkway	Intermodal Parkway	Heritage Parkway	4	4	4	6	\$4,750,000	
2.320.300	TxDOT Fort Worth	Tarrant	Westport Parkway	Heritage Parkway	IH 35W	4	4	6	6	\$1,220,600	
2.325.170	TxDOT Fort Worth	Tarrant	Haslet Parkway	Avondale Haslet Road	Intermodal Parkway	0	4	4	4	\$11,220,210	
2.325.180	TxDOT Fort Worth	Tarrant	Haslet Parkway	Intermodal Parkway	West of IH 35W	0	2/2	2/2	2/2	\$15,293,400	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.325.190	TxDOT Fort Worth	Tarrant	Haslet Parkway	West of IH 35W	IH 35W	0	2/2	2/2	2/2	\$2,584,800	
2.350.225	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	Harmon Road	IH 35W	4	4	4	6	\$1,000,000	
2.350.250	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	IH 35W	FM 1709 Keller Parkway	4	4	4	6	\$17,500,000	
2.360.250	TxDOT Fort Worth	Tarrant	Bonds Ranch Road	FM 156	Harmon Road	2	2	4	6	\$5,250,000	
2.360.300	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	South of Golden Heights Road	Golden Heights Road	2	2	2	4	\$1,750,000	
2.360.310	TxDOT Fort Worth	Tarrant	Harmon Road	Golden Triangle Blvd	Golden Heights Road	2	2	4	4	\$1,148,800	
2.390.275	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	IH 35W	US 377 Denton Highway	4	4	6	6	\$24,699,200	
2.390.290	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	Lakewood Hill Drive	US 377 Denton Highway	4	4	4	6	\$1,000,000	
2.390.350	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	East of Rufe Snow Drive	West of Keller Smithfield Road	4	4	4	6	\$2,250,000	
2.415.250	TxDOT Fort Worth	Tarrant	Mcleroy Blvd	BU 287 Saginaw Blvd	Western Center Blvd	4	4	6	6	\$10,052,000	
2.415.375	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 26 Grapevine Highway	Murphy Drive	2	2	2	4	\$12,500,000	
2.415.400	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Murphy Drive	Martin Parkway	2	2	4	4	\$3,087,400	
2.415.425	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Martin Parkway	Heritage Avenue	2	2	6	6	\$6,605,600	
2.415.450	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Heritage Avenue	SH 121	4	4	6	6	\$2,800,200	
2.415.460	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 121	Mid Cities Blvd	4	4	6	6	\$502,600	
2.435.325	TxDOT Fort Worth	Tarrant	East-West Connector DFW Airport (Rental Car Drive)	SH 360	International Parkway	0	2	4	4	\$37,201,690 \$51,016,818	Modified
2.450.250	TxDOT Fort Worth	Tarrant	Meacham Blvd	FM 156 Blue Mound Road	West of Mark IV Parkway	3	3	4	4	\$34,300,000	
2.450.275	TxDOT Fort Worth	Tarrant	Meacham Blvd	West of Mark IV Parkway	Mark IV Parkway	4	4	4	4	Included w/ 2.450.250	
2.450.300	TxDOT Fort Worth	Tarrant	Meacham Blvd	Mark IV Parkway	East of Mark IV Parkway	2	2	4	4	Included w/ 2.450.250	
2.450.325	TxDOT Fort Worth	Tarrant	Meacham Blvd	East of Mark IV Parkway	IH 35W	4	4	4	4	Included w/ 2.450.250	
2.505.430	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	West of Harding Street	Harding Street	3/3	3/3	3/2	3/2	\$2,000,000	
2.505.475	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Greenway Park Drive	3/1	3/1	3/3	3/3	\$375,000	
2.505.490	TxDOT Fort Worth	Tarrant	Belknap Access Street	SH 121	IH 35W	2	2	1/2	1/2	\$400,000	
2.505.500	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Belknap Street	2/2	2/2	1/2	1/2	\$375,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.520.350	TxDOT Fort Worth	Tarrant	Lancaster Avenue	US 287	Riverside Drive	6	6	6	6	\$6,329,514	
2.520.375	TxDOT Fort Worth	Tarrant	Lancaster Avenue	Riverside Drive	East of IH 820	6	6	6	6	Included w/ Transit	
2.535.325	TxDOT Fort Worth	Tarrant	3rd 4th Connector Street	Harding Street	4th Street	2	2	4	4	\$1,077,000	
2.535.350	TxDOT Fort Worth	Tarrant	4th Street	3rd 4th Connector Street	Gilvin Street	2	2	4	4	\$1,077,000	
2.535.355	TxDOT Fort Worth	Tarrant	4th Street	East of Harding Street	West of Sylvania Avenue	2	2	4	4	\$861,600	
2.535.360	TxDOT Fort Worth	Tarrant	4th Street	IH 35W	Sylvania Avenue	2	2	4	4	\$4,020,800	
2.535.425	TxDOT Fort Worth	Tarrant	Randol Mill Road	Oakland Blvd	Woodhaven Blvd	2	2	4	4	\$7,395,400	
2.535.475	TxDOT Fort Worth	Tarrant	Randol Mill Road	IH 820	N John T White Road	2	2	2	4	\$1,750,000	
2.535.490	TxDOT Fort Worth	Tarrant	Randol Mill Road	N John T White Road	Racquet Club Drive	2	2	4	4	\$1,193,406	
2.545.325	TxDOT Fort Worth	Tarrant	FM 1187	US 377	West of SH 121/Chisholm Trail Parkway	2	2	4	6	\$95,000,000	
2.545.330	TxDOT Fort Worth	Tarrant	FM 1187	West of SH 121/Chisholm Trail Parkway	SH 121/Chisholm Trail Parkway	2	2	2/2	3/3	Included w/ 2.545.325	
2.545.340	TxDOT Fort Worth	Tarrant	FM 1187	SH 121/Chisholm Trail Parkway	FM 1902	2	2	2/2	3/3	\$95,130,000	
2.545.350	TxDOT Fort Worth	Tarrant	FM 1187	FM 1902	East of Floyd Hampton Road	2	2	2/2	3/3	Included w/ 2.545.340	
2.545.375	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	East of Floyd Hampton Road	East of BF 1187	1/1	1/1	2/2	3/3	\$3,400,000	
2.545.390	TxDOT Fort Worth	Tarrant	FM 1187	East of BF 1187	BU 1187	2/2	2/2	2/2	3/3	\$15,000,000	
2.545.400	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	BU 1187	FM 731	2/2	2/2	2/2	3/3	\$825,000	
2.545.410	TxDOT Fort Worth	Tarrant	FM 1187	FM 731	IH 35W	2/2	2/2	2/2	3/3	\$825,000	
2.545.435	TxDOT Fort Worth	Tarrant	FM 1187	Oak Grove Road	Newt Patterson Road	2	2	4	4	\$47,500,000	
2.545.500	TxDOT Fort Worth	Tarrant	Debbie Lane	US 287	Matlock Road	4	4	4	6	\$9,750,000	
2.545.525	TxDOT Fort Worth	Tarrant	Debbie Lane	Matlock Road	West of Collins Street	4	4	4	6	\$4,500,000	
2.545.550	TxDOT Fort Worth	Tarrant	Debbie Lane	West of Collins Street	SH 360	2	4	4	6	\$8,000,000	
2.565.275	TxDOT Fort Worth	Tarrant	SH 183 Southwest Blvd	Overhill Road	US 377	6	6	6	6	\$3,000,000	
2.565.300	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	US 377	IH 30	6	6	6	6	\$5,250,000	
2.565.325	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	IH 30	Green Oaks Road	2/2	2/2	3/3	3/3	\$5,000,000	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
2.565.350	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	Green Oaks Blvd	Roarding Springs Road	4	4	6	6	\$3,000,000	
2.565.375	TxDOT Fort Worth	Tarrant	SH 183	Roaring Springs Road	White Settlement Road	2/2	2/2	3/3	3/3	\$26,800,000	
2.565.400	TxDOT Fort Worth	Tarrant	SH 183 River Oaks Blvd	White Settlement Road	Deen Road	4	4	4	4	\$32,500,000	
2.565.500	TxDOT Fort Worth	Tarrant	SH 183 Baker Blvd	SH 183/SH 26	IH 820	4	4	4	4	\$4,500,000	
2.630.300	TxDOT Fort Worth	Tarrant	Everman Parkway	Sycamore School Road	IH 35W	0	0	4	4	\$17,500,000	
2.630.350	TxDOT Fort Worth	Tarrant	Everman Parkway	Oak Grove Road	Shelby Road	4	4	4	6	\$5,750,000	
1.195.275	TxDOT Fort Worth	Wise	SH 101	FM 1810 Maginnis Street	South of CR 1536	2	2	2	4	\$10,000,000	
1.220.250	TxDOT Fort Worth	Wise	US 287 US 81	BU 81	FM 1810	2/2	2/2	2/2	2/2	\$70,000,000	
1.220.350	TxDOT Fort Worth	Wise	US 287	SH 114	North of FM 718	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways	
1.280.200	TxDOT Fort Worth	Wise	FM 730 College Avenue	US 81	South College	2	2	2	4	\$70,000,000	
1.280.225	TxDOT Fort Worth	Wise	FM 730	S College Avenue	SH 114 Rock Island Avenue	2	2	2	2	\$37,200,000	
1.280.250	TxDOT Fort Worth	Wise	FM 730 Allen Street	SH 114 EB Rock Island Avenue	Briar Road	2	2	4	4	\$100,000,000	
1.375.290	TxDOT Fort Worth	Wise	FM 51	South of Preskitt Road	CR 3170 (Haynes Road)	2	2	2	4	\$15,000,000	
2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	2	4	\$45,000,000	
2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West of FM 3701	East of FM 1658	2	2	4	4	\$97,500,000	
2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	Included w/ 2.225.100	
1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	2	4	\$1,000,000	
1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178/Culver Street	4	4	4	4	\$4,900,000	
2.225.875	TxDOT Paris	Hunt	SP 302 Lee Street/Washington Street	BU 69 NB Johnson Street	Bois D'Arc Street	1/2	1/2	1/3	1/3	\$718,000	
2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	\$26,504,000	
2.370.825	TxDOT Paris	Hunt	SH 66	E County Line Road	FM 2642	2	2	4	4	\$20,534,800	
2.370.850	TxDOT Paris	Hunt	SH 66	FM 2642	US 69	2	2	2	4	\$70,000,000	
2.375.375	TxDOT Paris	Hunt	SH 276 Quinlan Parkway	Honey Creek Circle	CR 2472	2	4	4	6	\$3,750,000	

N/A – Staged facilities reported as “N/A” indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead.

(Frtg) – frontage lanes

NOTE: 2/2 – directional lanes (facility serves as either a couplet or facility with wide median); 4 – total lanes of both directions

YOE Cost – cost based on Year of Expenditures

Electronic Item for STTC 27 May
Reference Item #2

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
3/22/2022	Megan Morris	Please consider adding a passenger train from Weatherford, with a stop in Aledo, going to one or both passenger train stations in Fort Worth. The commute west of Tarrant County is much more congested during peak hours than your map displays. Parker County residents are in need of alternative forms of transportation.	Public Meeting	Pending response.
3/22/2022	Phyllis Silver	<i>Summary:</i> Ms. Silver wrote in support of the Mobility 2045 Update build plan and expressed concern that severe congestion is expected to continue and expand even in the build scenario. Ms. Silver also asked if NCTCOG can devise additional methods to mitigate congestion and delays, such as improving public transportation.	Mail	NCTCOG provided a response by mail on 4/07/2022 with further details on our congestion projections, as well as what NCTCOG is doing to promote transportation alternatives.
4/11/2022	Mike Grace	FM 664: The City of Ferris is growing rapidly and significantly. Extending FM 664 east of I-45 to accommodate planned growth would be a huge benefit to economic development in the Ferris region. The City is currently undergoing an update to its Comprehensive Plan which will include an identified corridor for an extended FM 664.	Map Your Experience	NCTCOG will add the extension of FM 664 to the Corridors for Future Evaluation map. The corridors in this map are not included in the financially constrained plan but identifies specific corridors or study areas where additional analysis or funding are needed before recommendations can be included in the Metropolitan Transportation Plan.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/11/2022	Mike Grace	FM 660: Currently, on the east side of Ferris, Texas, FM 660 abruptly curves to the south and presents circulation and safety challenges. The City would like to coordinate with current, proposed development and NCTCOG to enable and plan for straightening out the road and creation of a "T" intersection that aligns with a new road to extend to the north. The new road will support expected economic development and improve traffic circulation within the Ferris area.	Map Your Experience	FM 660 does not meet the criteria for a Regionally Significant Roadway and therefore, would be considered a (Non-RSA) Non-Regionally Significant Arterial. Non-RSAs may be included in the Mobility Plan administratively when funding is available through the (TIP) Transportation Improvement Program.
4/11/2022	Mike Grace	The City of Ferris would like to coordinate planning efforts with NCTCOG and identify resources to facilitate connecting Ferris to the regional Velo Web.	Map Your Experience	Pending response.
4/13/2022	Michael Weiss	All freeways need to be widened now to a minimum of 4 travel lanes with NO TOLL ROADS. Get the police back on the freeways to clear accidents sooner and enforce the speed limits. It is very dangerous driving through some of the construction zones with speeding motorists and poor traffic control.	PublicInput.com	Hello Michael, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We want to improve transportation systems for North Texans, so we thank you for your thoughts. We also understand that traffic safety, and enforcement has been a challenge in recent years, so voicing your support for safety helps us to plan to make it better!

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/13/2022	N/A	<p><i>In Response to Comment T00046 on connectivity for Victory Station</i></p> <p>Totally. This would be a great spot for a trail, over to Slocum St/Inspiration Dr where there are several apartment complexes and a lot of stores. Non car-infested crossings under I-35 are a rarity, and here we have one completely unused.</p>	Map Your Experience	Pending response.
4/13/2022	N/A	Extend the Trinity Strand Trail along the meanders up to Inwood. It's in the 2011 Dallas Bike Plan. Otherwise, this area lacks sidewalks and getting across Irving Blvd (7 lanes, 45 mph speed limit) isn't fun.	Map Your Experience	Pending response.
4/14/2022	N/A	Northbound Navo to go Westbound US Highway 380 is very very short. A lot of people are coming from the Paloma Creek neighborhood and only 2 to 3 cars can get through. Thus people run the light which causes more accidents	Map Your Experience	Pending response.
4/18/2022	Matthew Havener	345 should be demolished or buried downtown. Add capacity around the suburban edge to accommodate through traffic.	PublicInput.com	Hello Matthew, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for the North Central Texas region.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/22/2022	Joel McLelland	When will the final connections be made to link Interstate 20 up fully to the Chisholm Trial Toll Road? East on I-20 to South on CT / North on CT to West I-20/ South on CT to East I-20 / West of I-20 to North CT	PublicInput.com	Hello Joel, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We've sent you an email with the details on the IH 20 recommendations and who you can contact at TxDOT for more information.
4/22/2022	Melissa Brown	I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure. Many of our streets need "road diets". Cooper St. is a prime example of this.	PublicInput.com	Hello Melissa, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. Safety, including bicycle and pedestrian safety, is a bigger priority for this Mobility Plan Update, and voicing your support helps us to plan to make it better!
4/22/2022	Andy Nguyen	How is the annual congestion cost calculated? What factors do you take into consideration?	Public Meeting	The equation for the cost of congestion is the daily vehicle hours spent in delay per weekday multiplied by the regional auto occupancy (1.3 persons per vehicle), multiplied by the average regional value of time (\$21.71 per person-hours [weighted average of autos and trucks]), multiplied by the annual average weekdays (260 weekdays per year). The value of time for autos and trucks is based on the latest research by the Texas A&M Transportation Institute (TTI).

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/22/2022	Andy Nguyen	Does congestion cost impact the allocation and the funding for highway maintenance and expansion?	Public Meeting	They will be separate. The cost of congestion tells us how bad congestion is going to get. When it comes to maintenance, we have a few other inputs. We have our revenue sources that are dedicated to maintenance, which will funnel down regardless of congestion. Those are typically set by TxDOT (Texas Department of Transportation. We also have additional programs for Asset Optimization. Those are added up with our TxDOT revenues to form our maintenance revenue and expenditure category, which is separate from the cost of congestion.
4/22/2022	Andy Nguyen	Do you take traffic safety into consideration during planning efforts?	Public Meeting	Yes, absolutely. We have a safety section in the Mobility Plan, called operational efficiency. We also incorporate crash data and detailed information about certain programs designed to address safety issues and concerns.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/27/2022	Evan Rosner	I am sorely disappointed at the lack of mass transit integration. Adding more roads and expanding our highways has been continuously shown to make congestion and our cities worse. Better integration and access to regional rail between Dallas and Fort Worth as well as lines to locations like Plano, Arlington, Frisco, etc. will reduce traffic and pollution across the metroplex while also increasing economic activity and raising property values along each location where mass transit is considered.	PublicInput.com	Hello Evan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We want to improve the availability of options for people, and we're planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at www.nctcog.org/planinprogress . Funding travel options like transit has been a challenge in recent years, so voicing your support helps us to plan to make it better!
4/27/2022	Wichita and Affiliated Tribes	<i>Summary:</i> The Wichita and Affiliated Tribes emailed a letter to NCTCOG regarding the EV charging station study in the plan update. The letter requested that the Tribes be given consulting party status. The letter indicated responsibilities under the NHPA and other regulations to coordinate and communicate with the Tribe's THPO upon inadvertent discoveries, post-review discoveries, and activities that may disturb cultural resources.	Email	Pending response.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/28/2022	Mike Wyss	Make sure ALL sidewalks and Curb Ramps go somewhere, not like some sidewalks that don't connect. Also if there's Bus serve in the area, make sure Bus Stops AREN'T in grassy area and ANEN'T on a SLANT. Make sure ALL materials are Accessible to ALL Disabilities, like Wheelchairs, Vision Impairment, Walkers and etc. Also make sure there's not any type of Poles in the Meddle of Sidewalks and Curb Ramps Please keep in mind, Fancy May look good but Fancy doesn't work for EVERYBODY. Mike Wyss Member of the Mayor's Committee On Persons With Disabilities	PublicInput.com	Hello Mike, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for all users in the North Central Texas region.
4/28/2022	Phyllis Silver	<i>Summary:</i> Ms. Silver responded to NCTCOG's letter emphasizing the importance of accessibility to buses, particularly with regards to sidewalk quality and bus stop/shelter quality. Ms. Silver also requested more information on how RTC is encouraging changes in land use policies to make public transportation a more attractive option.	Mail	Response pending.
5/4/2022	Tim Wright/TxDOT Dallas	US 175 Kemp. The draft description is <i>"Construct 0 to 4 mainlanes (Ultimate 6) with interchange at BS 175 and grade separation at FM 1895"</i> .	email	NCTCOG will add US 175 in Kemp to the Corridors for Future Evaluation map. The corridors in this map are not included in the financially constrained plan but identifies specific corridors or study areas where additional analysis or funding are needed before recommendations can be included in the Metropolitan Transportation Plan.

MOBILITY 2045 UPDATE

ACTION ITEM: DRAFT FINAL PLAN

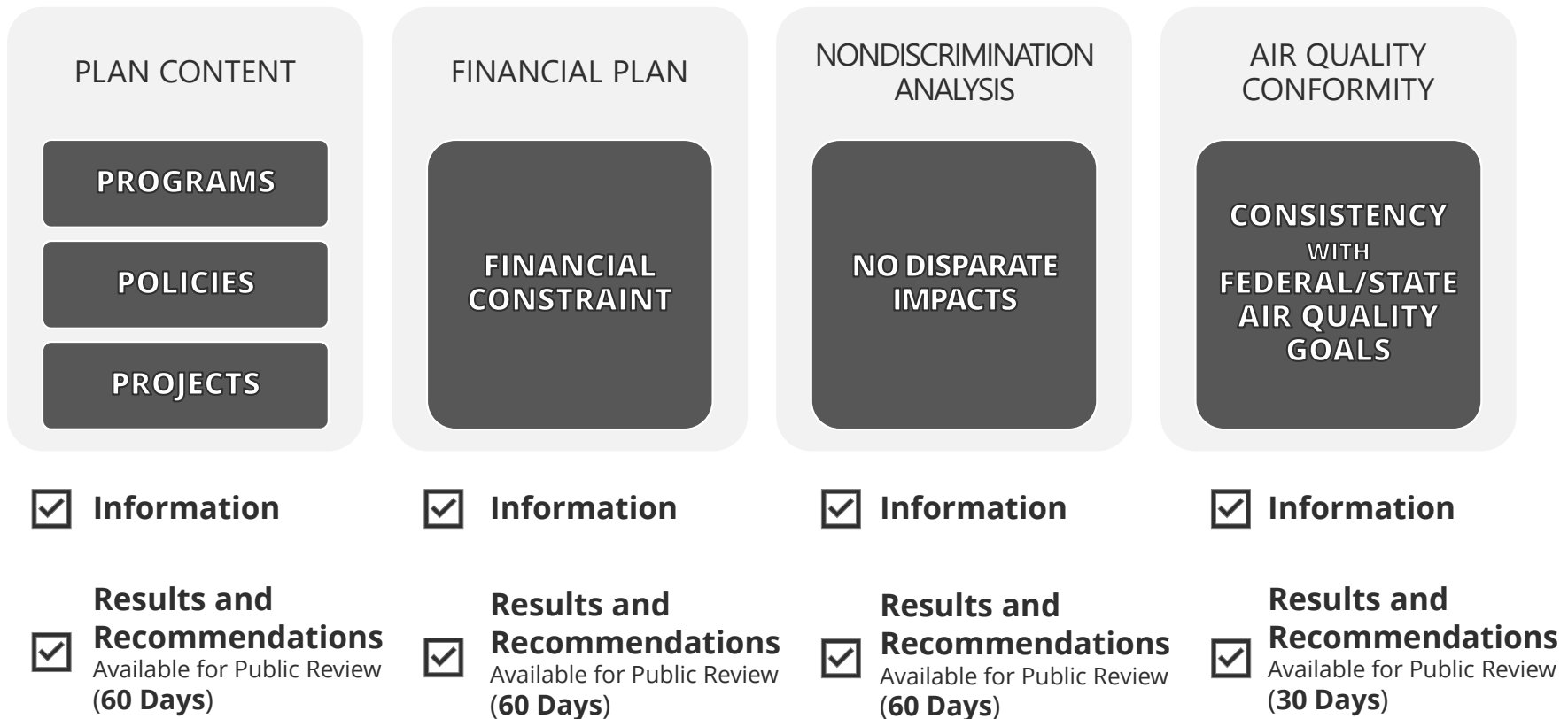
Surface Transportation Technical Committee
May 27, 2022

plan in progress
MOBILITY 2045
2022 UPDATE

TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April – May 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
May 2022	STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update
June 2022	RTC – Action Requested: Adopt Mobility 2045 - 2022 Update

MAJOR MOBILITY PLAN COMPONENTS



PLAN CONTENT: RECENT REVISIONS

Mobility 2045: 2022 Update

The Mobility 2045: 2022 Update draft materials are available. Reasonable funding sources to help meet the current and growing transportation needs will be included in the draft plan. Consideration of the draft plan by the **Regional Transportation Council** is expected on June 9, 2022.

Draft Plan Materials

Draft Maps



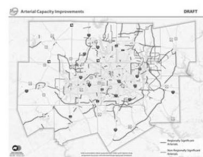
Changes to Major Roadway Recommendations



Major Roadway Recommendations



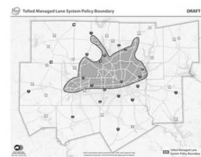
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



www.nctcog.org/PlanInProgress

Project Maps/Listings

- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers and costs updated to make consistent with TIP
- Project development phases and staging adjustments for consistency
- Only change to map recommendations: added one asset optimization project for SH 175

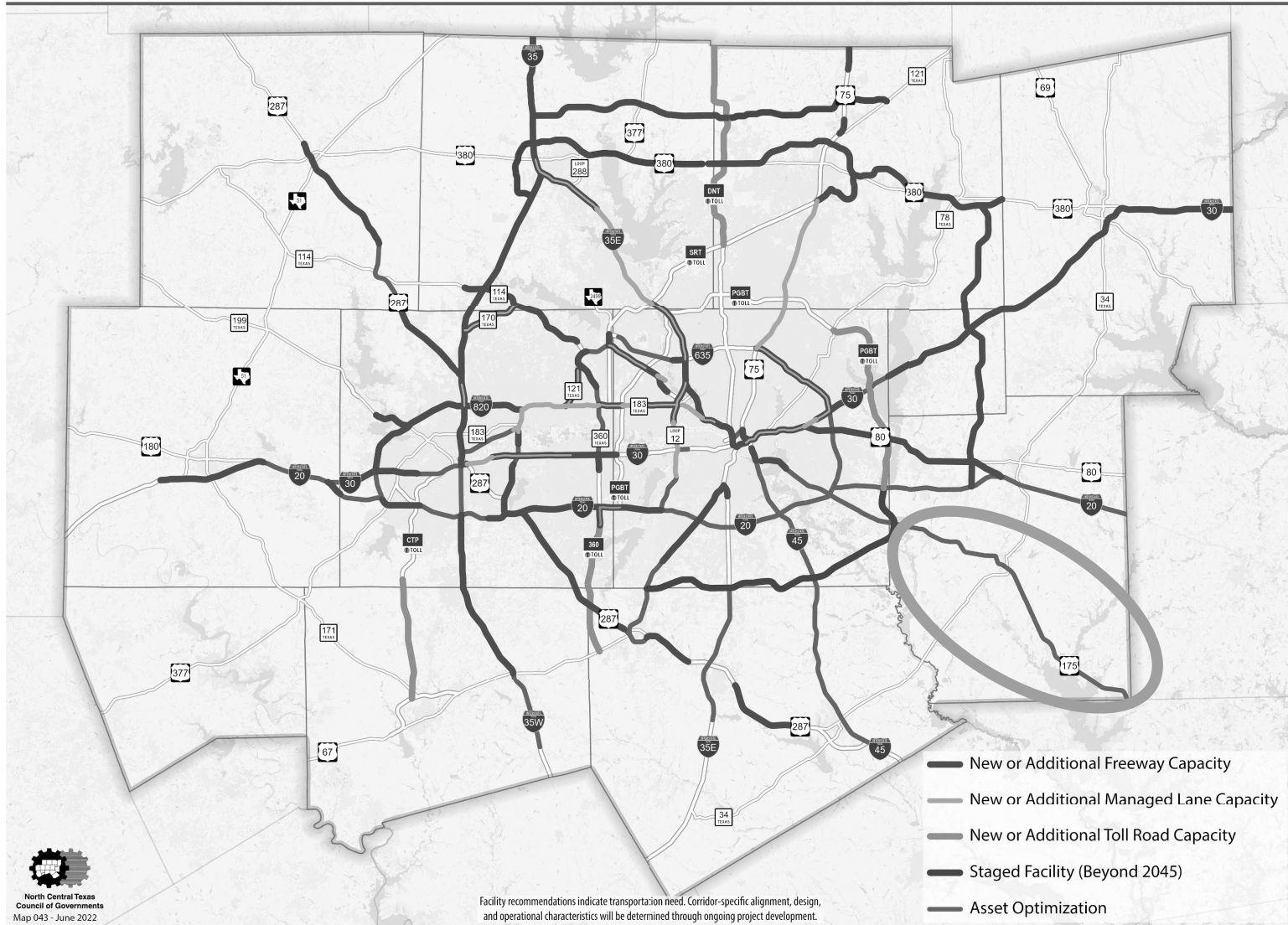
Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures








Major Roadway Recommendations

DRAFT




 North Central Texas
 Council of Governments
 Map 043 - June 2022

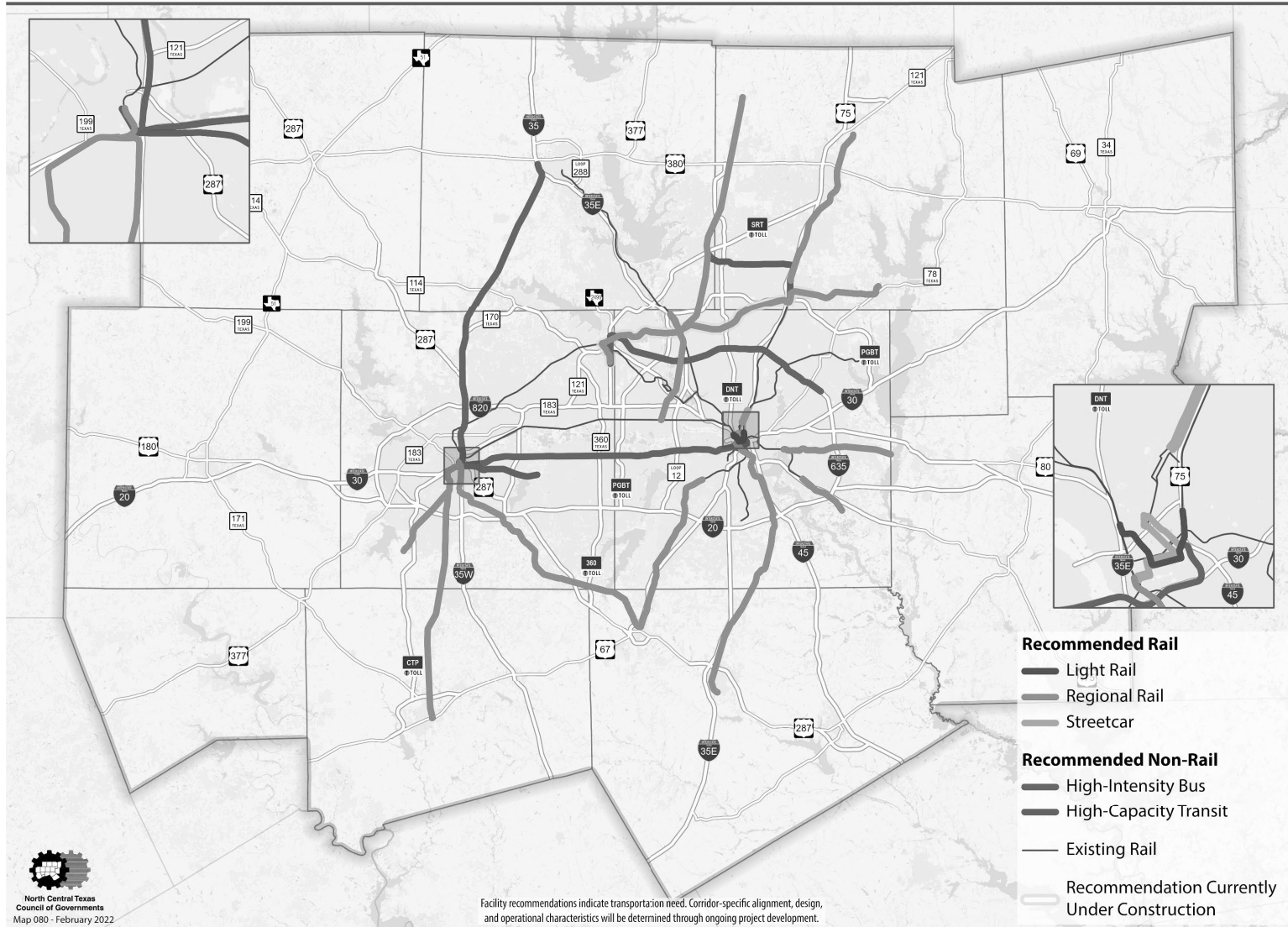
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Beyond 2045)
-  Asset Optimization




Major Transit Corridor Recommendations

DRAFT



PUBLIC COMMENTS: MAJOR THEMES

Make sure transportation
"accessible to ALL disabilities,
like wheelchairs, vision
impairment, walkers, etc."

"I hope future projects will
include Vision Zero goals,
incorporate mass transit
and safe dedicated bicycle
infrastructure." 

Question and Comment Topics:

Support for expansion
of transit network
including rail to
alleviate congestion

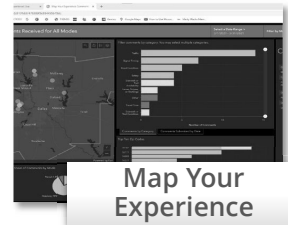
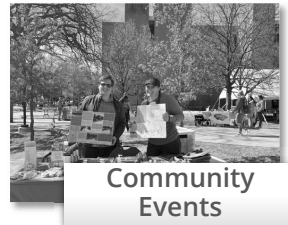
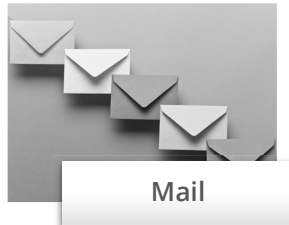
Congestion and
maintenance
relationship

Cost of congestion
methodology

Safety included as part
of Mobility Plan

Add capacity to
suburban highways to
alleviate downtown
congestion

Expanding trails and
pedestrian access



DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39.5 B

Management and Operations

Improve efficiency and remove trips from system

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

\$52.8 B

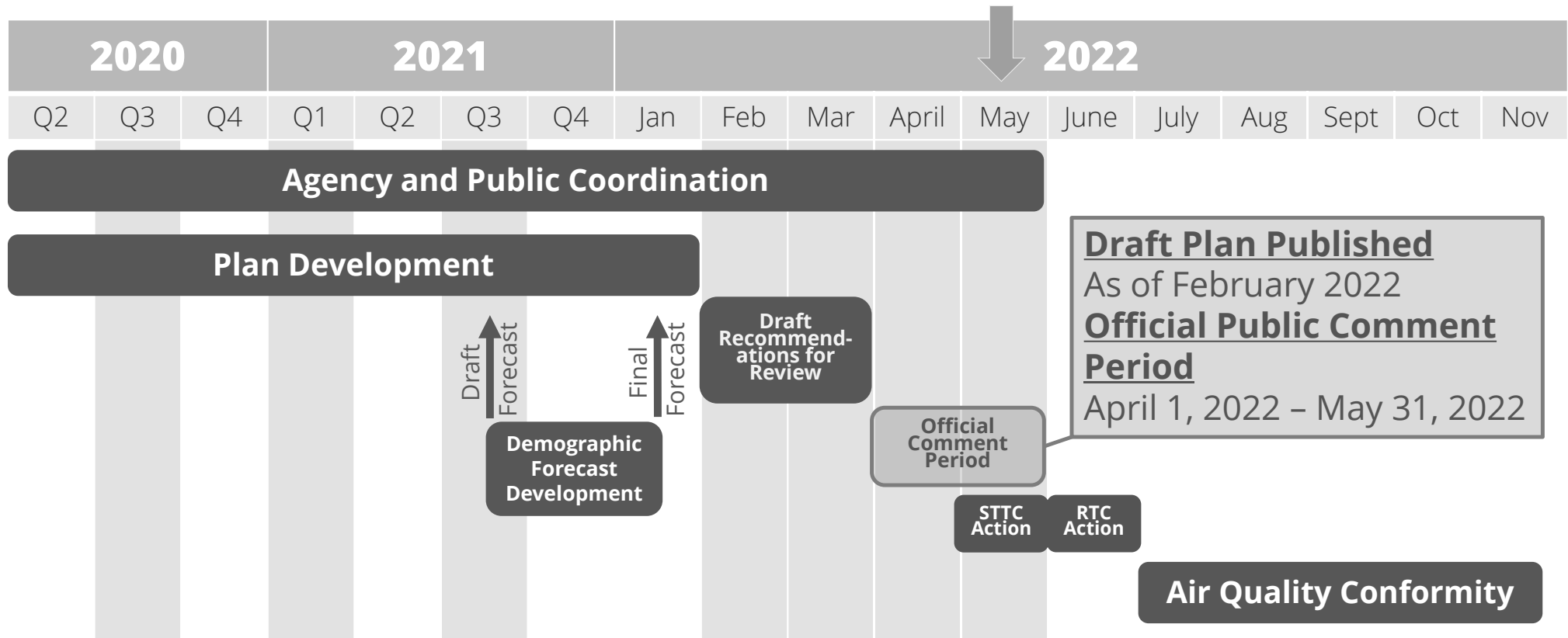
Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

\$148.3 B

PLAN SCHEDULE



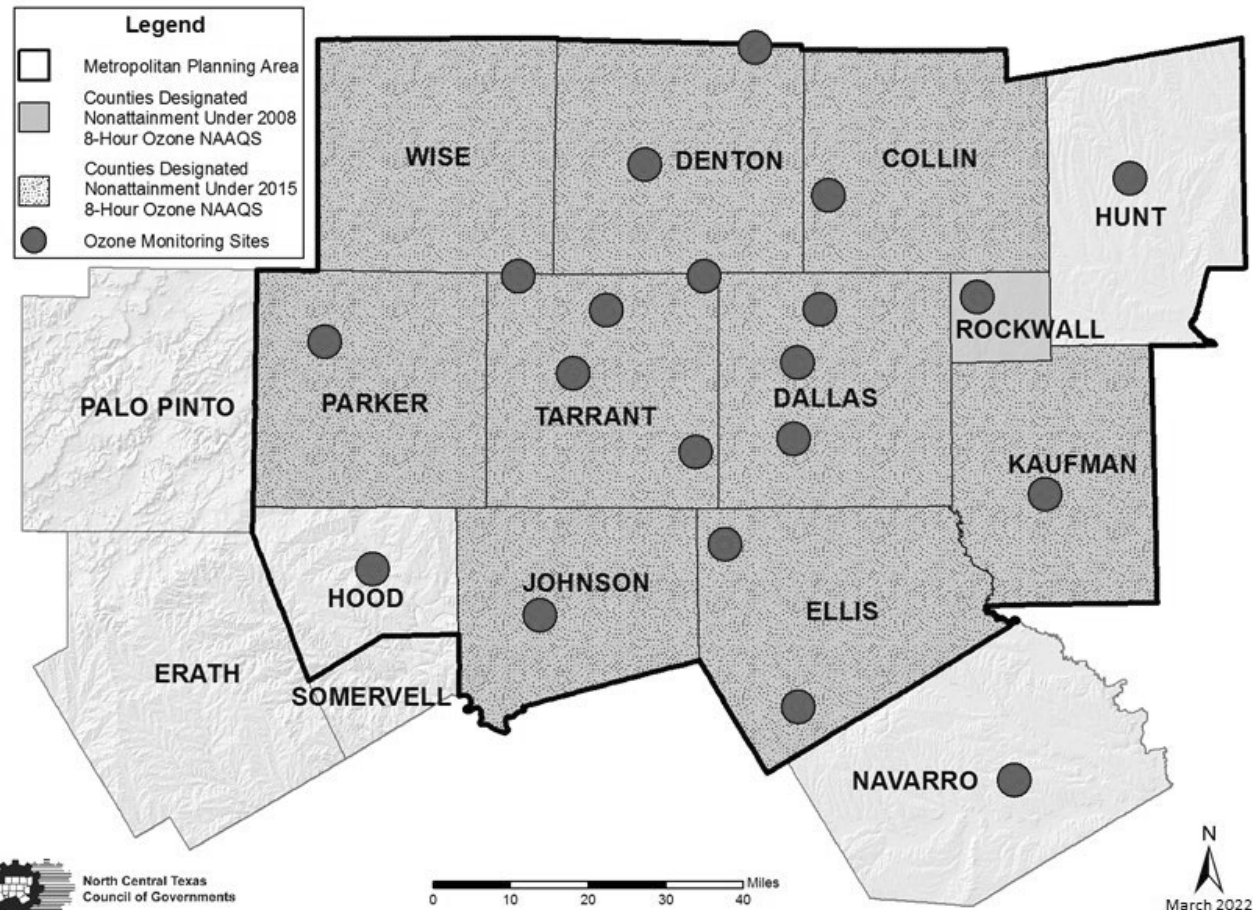
Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.

TRANSPORTATION CONFORMITY

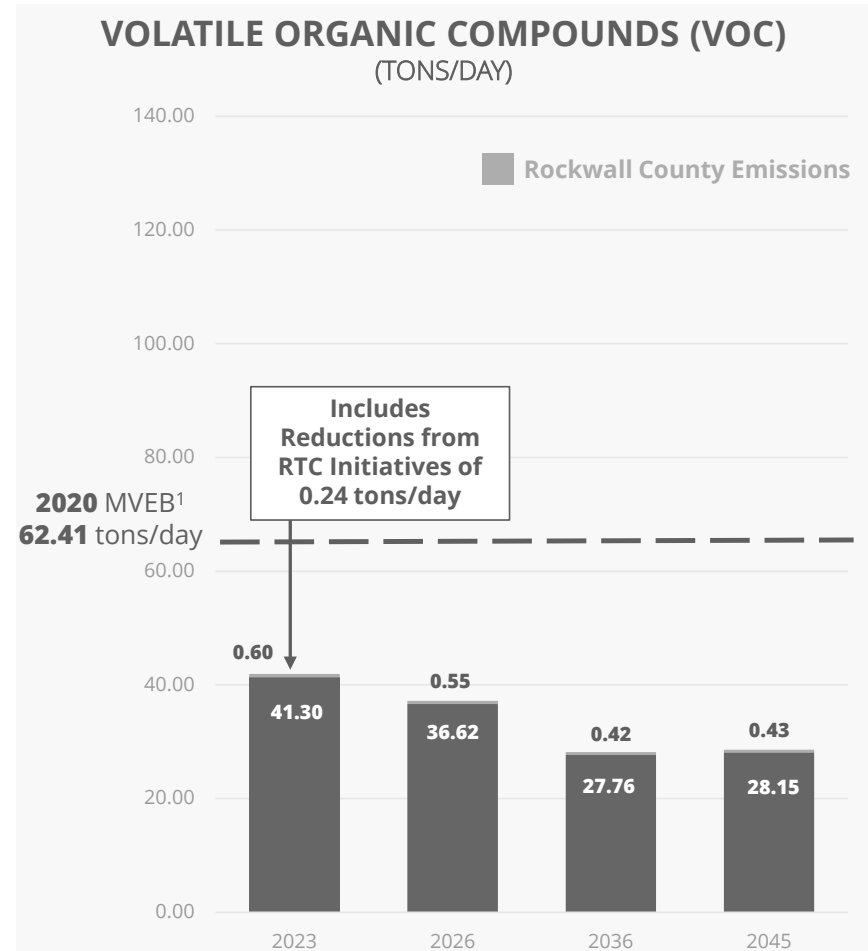
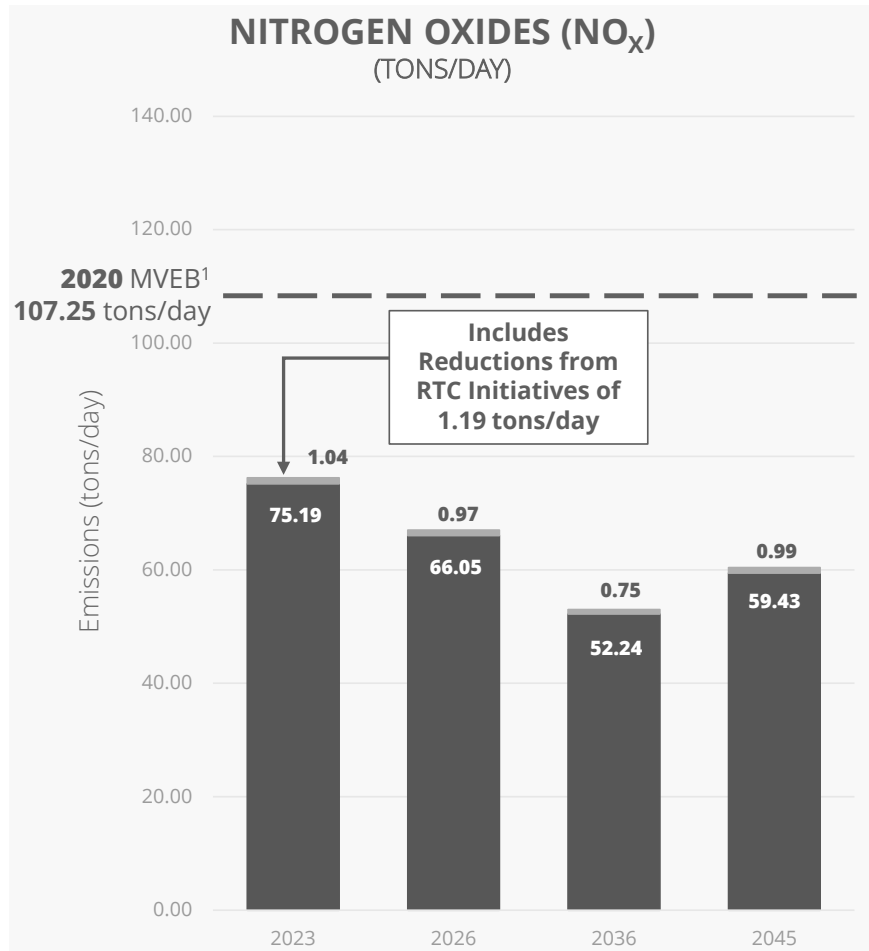
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



2023 TRANSPORTATION CONFORMITY RESULTS

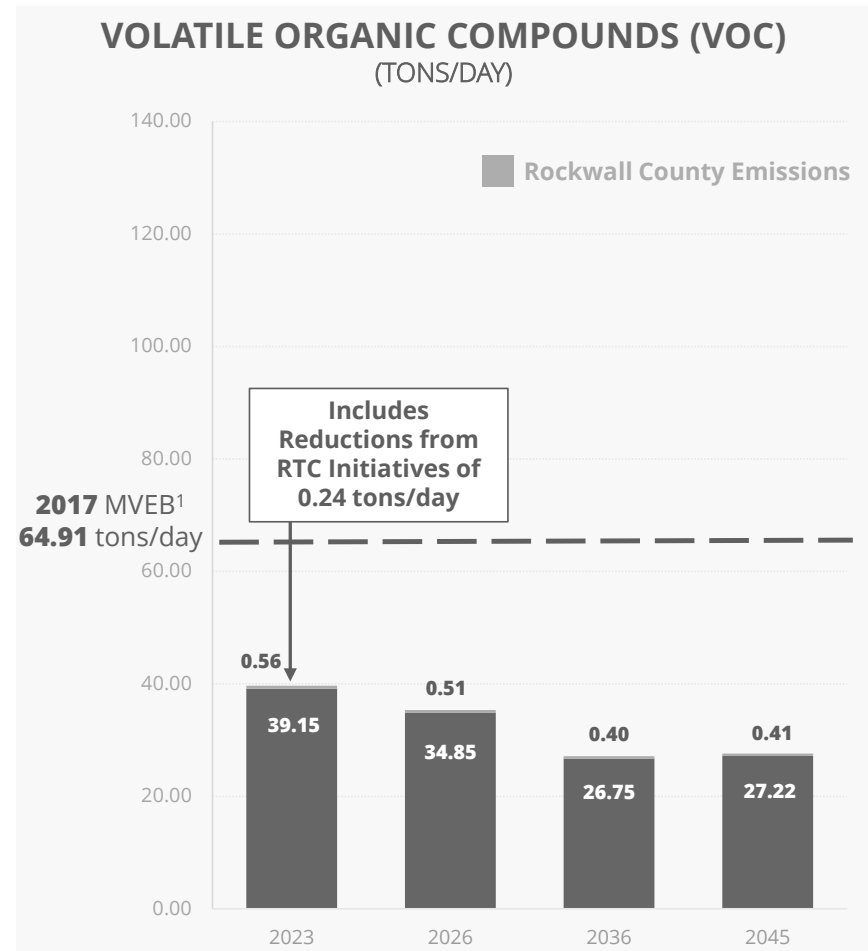
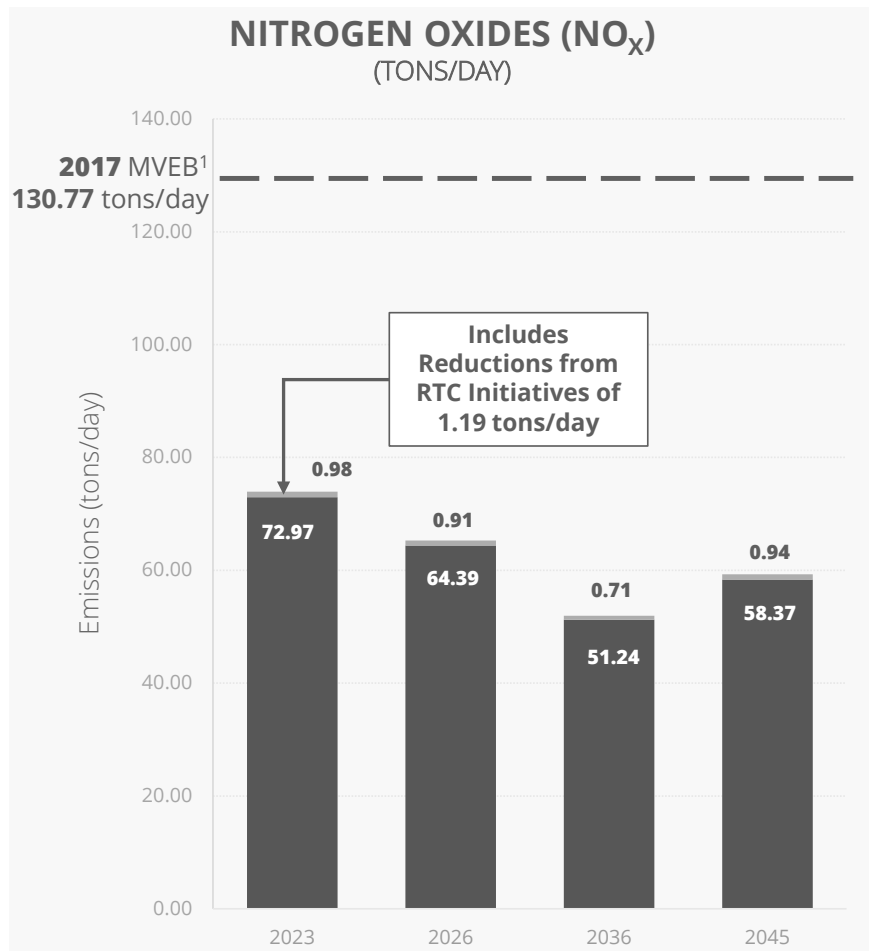
(SCENARIO 2) DRAFT



¹Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [85 FR 64084](#)

2023 TRANSPORTATION CONFORMITY RESULTS

(SCENARIO 1) DRAFT



¹Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)



ACTION REQUESTED

The Surface Transportation Technical Committee endorses the projects, programs, and policies contained in Mobility 2045 Update and recommends the Regional Transportation Council adopt the Mobility 2045 Update and associated 2022 Transportation Conformity as presented.

CONTACTS

Mobility Plan



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Environmental Coordination | Environmental Justice



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Air Quality Conformity



Jenny Narvaez

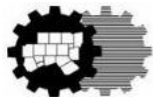
Program Manager

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DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION FOR THE INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

Surface Transportation Technical Committee
May 27, 2022



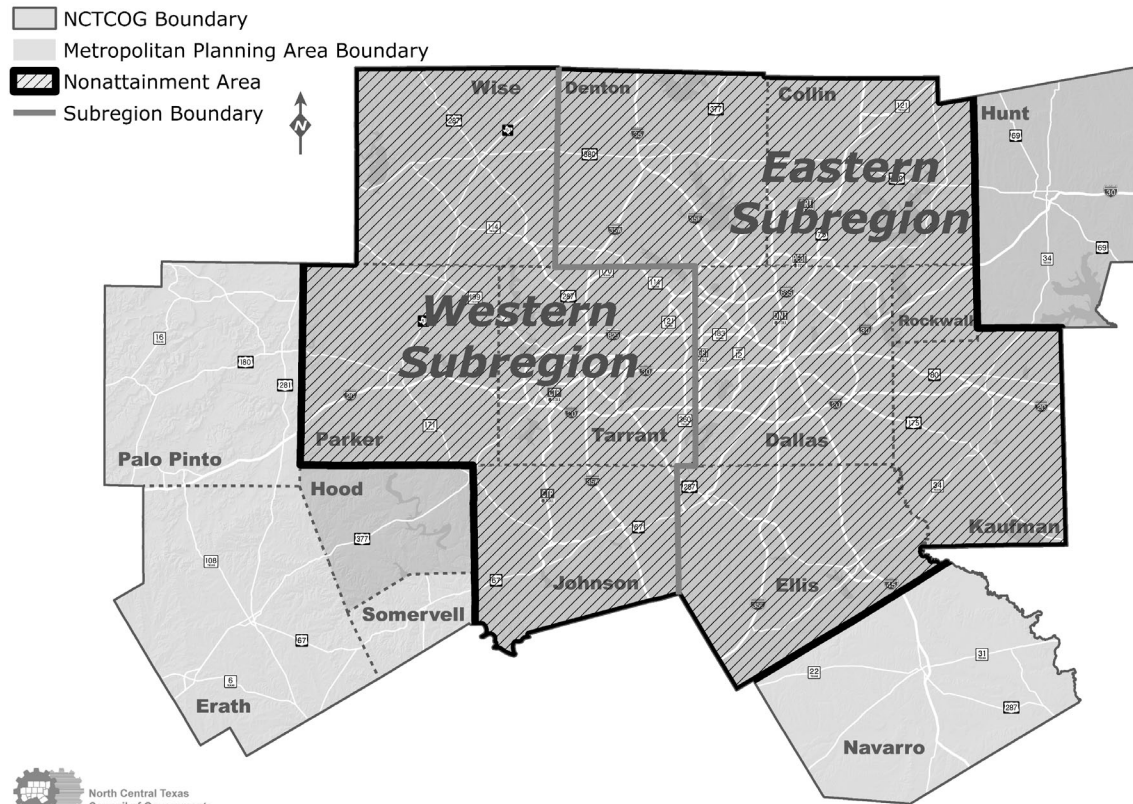
North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).
- Apportionments are based on several factors (e.g., population, emissions) depending on the funding source.
- While funds cannot be sub-allocated to cities or counties (per federal law), we can split funds along TxDOT District lines.
- This practice has helped our region stay focused on overall priorities vs. who has received what funding when. Instead, each subregion works within their available funding.
- Regional Transportation Council (RTC) bylaws state that funding distributions are to be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received.
- On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, necessitating a review of the latest East/West funding distribution.

EASTERN/WESTERN SUBREGION BOUNDARY AND NON-ATTAINMENT AREA

North Central Texas Council of Governments Region

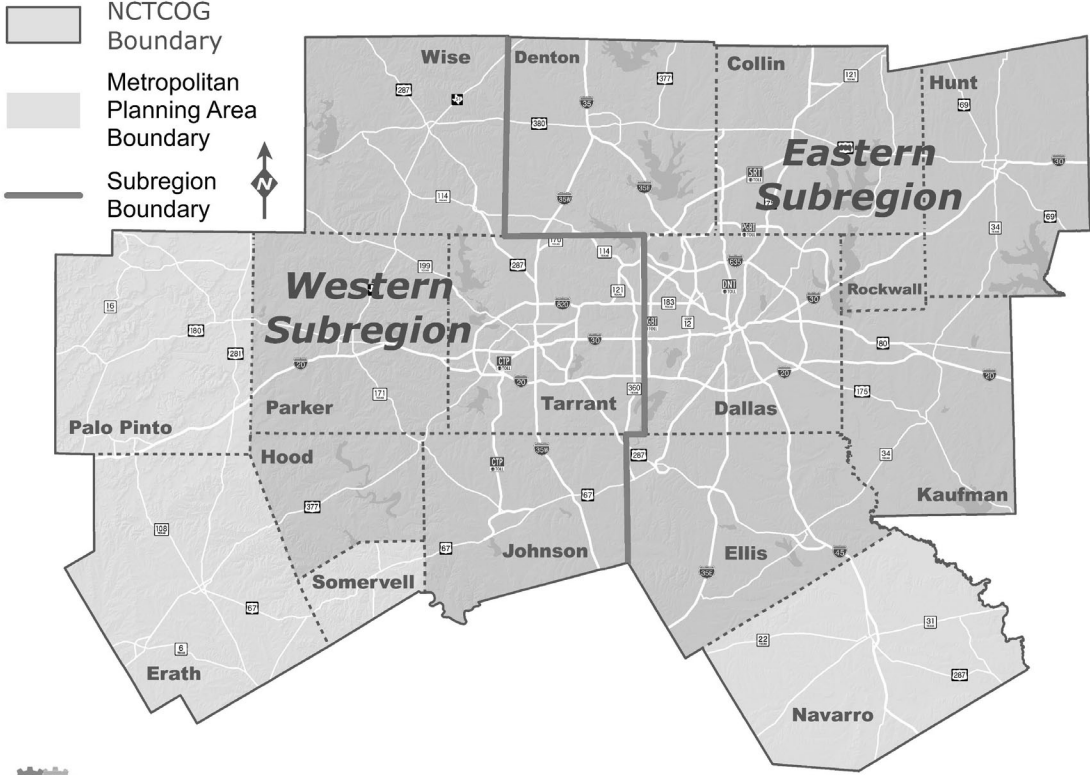


AIR QUALITY FUNDS

- Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas.
- Allocations to the region are based on population and air quality nonattainment factors.
- East/West Distribution Formula Inputs:
 - Tons per day of ozone precursors:
 - Volatile Organic Compounds (VOCs) and
 - Nitrogen Oxides (NO_x)
- Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds

EASTERN/WESTERN SUBREGION BOUNDARY AND MPA BOUNDARY

North Central Texas Council of Governments Region



MOBILITY FUNDS

- Designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater
- Allocations based on population of Urbanized Areas in the region
- East/West Distribution Formula Inputs:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)
- Resulting percentage split applies to the RTC's mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)

PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
FAST ACT (2015)	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

FORMULA INPUTS FOR IIJA ANALYSIS

Mobility Funds Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population ¹	33.38%	66.62%
Employment ²	29.45%	70.55%
Activity (Pop+Emp Equalized)	31.42%	68.58%
Vehicle Miles of Travel (VMT) ³	30.79%	69.21%
Average	31.26%	68.74%
Rounded Average	31%	69%
Air Quality Funds Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ⁴ (%)	41.50 (36.06%)	73.59 (63.94%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	36%	64%

¹Source: 2020 United States Census data

²Source: Bureau of Economic Analysis data (2019), Census for Transportation Planning Products (2016), Census Bureau Longitudinal Employer-Household Dynamics data (2019), and proprietary data collected in 2019

³Source: Estimate from 2019 Roadway network (validation year)

⁴Source: NCTCOG forecast for 2022 Transportation Conformity ten-county analysis of 2023 roadway network.

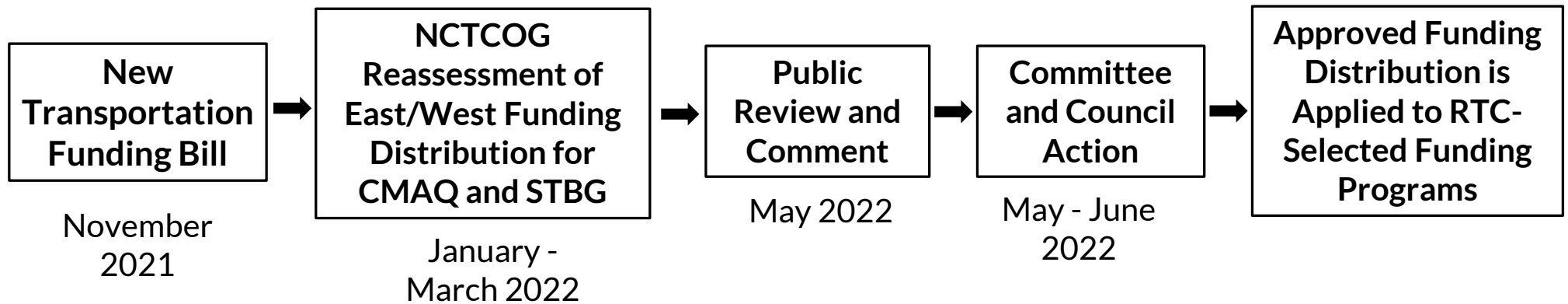
EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- In addition to the inputs specific to each funding category, environmental justice and equity are considered when developing funding distributions.
- These indicators show a minority, low income, and/or limited English proficiency population distribution similar to the proposed funding distribution for the western and eastern regions.

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,185,662	2,774,455	3,960,117
	Percent	30%	70%	
Low Income	Population	389,691	784,965	1,174,656
	Percent	33%	67%	
Limited English Proficiency	Population	246,765	667,606	914,371
	Percent	27%	73%	

Source: 2019 American Community Survey 5-Year Estimates

FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



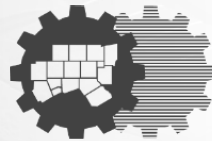
REQUESTED ACTION

- Recommend RTC approval of:
 - The new proposed funding splits for air quality and mobility funds:
 - 36% West and 64% East for air quality funds
 - 31% West and 69% East for mobility funds
 - Directing staff to begin applying these revised formulas to project selection efforts from this point forward

CONTACT/QUESTIONS?

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Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

JARED WRIGHT, AIR QUALITY PLANNER

**SURFACE TRANSPORTATION TECHNICAL
COMMITTEE**

MAY 27, 2022

Approved Funding and Scope

Funding:

Up to \$1 Million Congestion Mitigation and Air Quality Improvement Program Funds

Applicant Eligibility:

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

Eligible Activities and Costs:

Both Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs

Maintenance and Operation Costs NOT Eligible



Approved Structure and Requirements

Publicly-Accessible Stations

Up to 100% Federal Funding, Transportation Development Credits as Match
2 Application Windows (Round 1 and Round 2)
Competitive Evaluation of Projects Within Each Round

All Stations Must:

Be Located in the 10-County Ozone Nonattainment Area
Be Located on Applicant-Owned Property and Owned by the Applicant Entity
Be Co-Located with Existing Parking/Development
Include J1772 or SAE Combined Charging System (CCS) Port(s)
Meet Federal Highway Administration Buy America Requirements
Be Complete and Operational by July 31, 2023



Summary of Applications

11 Applications Received by First Application Deadline of April 22

\$3.0 M Funds Requested for 55 Charging Stations on 26 Charging Sites

33 Level 2 Chargers

22 Direct Current Fast Chargers

Each Charging Site Scored Separately and Ranked

Once Approved, Recommended Projects Must Pass Procurement Review and Meet Buy America Requirements



Selection Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located in a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice40 Initiative

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points

The Projects will be Compared to NCTCOG's Burden to Administer the Project

Ease of Federal Procurement Determination

Cooperative Procurement Contracts and Buy America Forms with Application

Risk Associated with Subrecipient Administration



Recommended Awards

Recommended Awards				
Applicant/Site	Number of Chargers	Funding Requested	Funding Recommended	Total Score
Weatherford College – Community College Campus	7	\$295,050	\$295,050	83.7
City of Irving – Library	1	\$238,121	\$191,441*	77.6
City of Mesquite – City Hall	1	\$17,454	\$17,454	75.6
City of Mesquite – Municipal Bldg	2	\$40,249	\$40,249	68.4
City of Dallas – SE Service Center	2	\$193,676	\$193,676	68.2
City of Lewisville – City Hall	2	\$67,892	\$67,892	65.5
DART – Light Rail Station	1	\$33,710	\$33,710	65.5
DART – Transit Facility (Park & Ride)	1	\$45,762	\$45,762	64.4
City of Dallas – Central Service Center	2	\$193,676	\$114,766**	64.2
Total Projects	19	\$1,125,590	\$1,000,000**	



Recommended Wait-List

Recommended Wait-List Projects In Order of Funding Priority

Applicant/Site	Number of Chargers	Funding Requested	Funding Recommended	Total Score
City of Dallas – Central Service Center*	2	\$193,676	\$78,909	64.2
DART – Light Rail Station	1	\$27,221	\$27,221	63.1
City of Denton – City Hall	2	\$235,684	\$235,684	62.5
City of Lewisville – Library	2	\$47,892	\$47,892	61.5
DART – Light Rail Station	1	\$64,303	\$64,303	59.9
City of Richardson – Public Safety Campus	2	\$18,400	\$18,400	59.4
City of Richardson – City Hall	2	\$24,100	\$24,100	57.6
Town of Prosper – Town Hall/Library	12	\$1,000,000	\$1,000,000	57.3
City of Grand Prairie – Library	1	\$22,010	\$22,010	56.6
City of Richardson – Innovation Headquarters	2	\$26,400	\$26,400	56.5
City of Dallas – NE Service Center	2	\$193,676	\$193,676	55.0
City of Richardson – Library	1	\$22,200	\$22,200	53.6
DART – Light Rail Station	1	\$45,762	\$45,762	52.8
City of Lewisville – Visitor Center	2	\$47,892	\$47,892	52.7
City of Grand Prairie – Water Park	2	\$40,560	\$40,560	35.4
Total Projects	35	\$2,009,776	\$1,895,009	



Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

*Any Additional Funds Will Initially Fund the Remainder of the City of Dallas Central Service Center

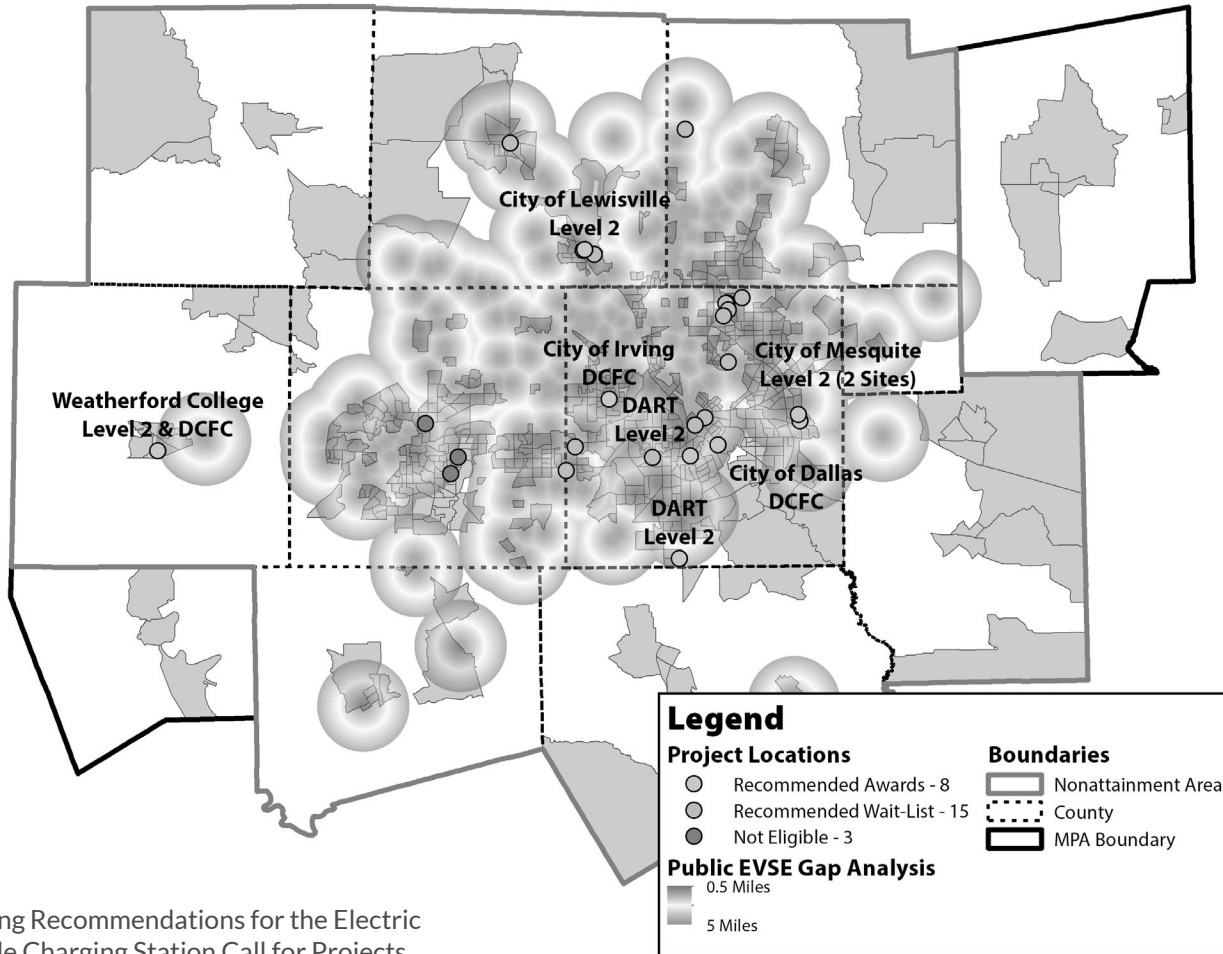
Ineligible Projects

Projects Ineligible for Funding		
Applicant/Site	Number of Chargers	Funding Requested
City of Fort Worth – Community Center*	1	\$30,000
City of Fort Worth – Community Center*	1	\$30,000
City of Fort Worth – Community Center*	1	\$30,000
Total Projects	3	\$90,000

*Applicant had not adopted the RTC Clean Fleet Policy prior to Application Deadline



Map of Requested Charging Sites



Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

SCHEDULE

Milestone	Target Date
Round 1 Application Deadline	Friday, April 22, 2022
May Public Meeting	Monday, May 9, 2022
STTC Recommendation of Awards	May 27, 2022
RTC Recommendation of Awards	June 9, 2022
Executive Board Authorization of Awards	June 23, 2022
Project Completion/Reimbursement Deadline	July 31, 2023

Other Opportunity Now Open:

TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program

Will Fund Up to 50% of Eligible Costs for Electric Vehicle Charging Station Projects

Priority for Projects Open to the Public



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Electric Vehicle Charging Station Call for Projects Funding Recommendations

Recommended Projects for Award											
Applicant/Site	Number of Charging Stations	Site Address	Location Type	Funding Requested	Funding Recommended	Rank	Fill Gaps in Existing Infrastructure/Fleet Electrification Average Score (Max 40)	Serve or Provide Benefits to Justice40 Initiative Average Score (Max 10)	Strategies to Minimize Grid Impacts Average Score (Max 25)	Risk Oversight Score (Max 25)	Total Score
Weatherford College - Site 1	7	225 College Park Dr, Weatherford, 76086	Community College Campus	\$295,050	\$295,050	1	35.2	10.0	15.5	23.0	83.7
City of Irving - Site 1*	1	601 Schulze Dr, Irving, 75060	Library	\$238,121	\$191,441	2	28.8	10.0	14.5	24.3	77.6
City of Mesquite - Site 2	1	757 N. Galloway, Mesquite, 75149	City Hall	\$17,454	\$17,454	3	33.6	10.0	9.0	23.0	75.6
City of Mesquite - Site 1	2	1515 N. Galloway, Mesquite, 75149	Municipal Bldg	\$40,249	\$40,249	4	26.4	10.0	9.0	23.0	68.4
City of Dallas - Site 3	2	2800 Municipal, Dallas, 75215	SE Service Center	\$193,676	\$193,676	5	35.2	10.0	3.5	19.5	68.2
City of Lewisville - Site 1	2	151 W. Church St, Lewisville, 75057	City Hall	\$67,892	\$67,892	6	23.2	10.0	12.0	20.3	65.5
DART - Site 4	1	2111 S. Corinth St. Rd, Dallas, 75203	Light Rail Station	\$33,710	\$33,710	7	27.2	10.0	4.5	23.8	65.5
DART - Site 2	1	1200 E. Bear Creek Rd, Glenn Heights, 75154	Transit Facility (Park & Ride)	\$45,762	\$45,762	8	25.6	10.0	5.0	23.8	64.4
City of Dallas - Site 2**	2	3111 Dawson, Dallas, 75226	Central Service Center	\$193,676	\$114,767	9	31.2	10.0	3.5	19.5	64.2
Total Projects	19			\$1,125,589	\$1,000,000						

Recommended Wait-List Projects in Order of Funding Priority											
Applicant/Site	Number of Charging Stations	Site Address	Location Type	Funding Requested	Funding Recommended	Rank	Fill Gaps in Existing Infrastructure/Fleet Electrification Average Score (Max 40)	Serve or Provide Benefits to Justice40 Initiative Average Score (Max 10)	Strategies to Minimize Grid Impacts Average Score (Max 25)	Risk Oversight Score (Max 25)	Total Score
City of Dallas - Site 2**	2	3111 Dawson, Dallas, 75226	Central Service Center	\$193,676	\$78,909	9	31.2	10.0	3.5	19.5	64.2
DART - Site 3	1	2646 S. Westmoreland Rd, Dallas, 75211	Light Rail Station	\$27,221	\$27,220.63	10	24.8	10.0	4.5	23.8	63.1
City of Denton - Site 1	2	215 E. McKinney St, Denton, 76201	City Hall	\$235,684	\$235,684	11	27.2	10.0	3.5	21.8	62.5
City of Lewisville - Site 2	2	1197 W. Main St., Lewisville, 75057	Library	\$47,892	\$47,891.84	12	19.2	10.0	12.0	20.3	61.5
DART - Site 5	1	1112 Bellevue St, Dallas, 75215	Light Rail Station	\$64,303	\$64,303.13	13	21.6	10.0	4.5	23.8	59.9
City of Richardson - Site 4	2	200 N. Greenville Ave., Richardson, 75081	Public Safety Campus	\$18,400	\$18,400	14	30.4	0.0	4.0	25.0	59.4
City of Richardson - Site 1	2	411 W. Arapaho, Richardson, 75080	City Hall	\$24,100	\$24,100	15	29.6	0.0	3.0	25.0	57.6
Town of Prosper - Site 1	12	250 W. First Street, Prosper, 75078	Town Hall/Library	\$1,000,000	\$1,000,000	16	32.0	0.0	4.0	21.3	57.3
City of Grand Prairie - Site 2	1	901 Conover Dr, Grand Prairie, 75051	Library	\$22,010	\$22,010	17	21.6	10.0	0.5	24.5	56.6
City of Richardson - Site 3	2	1302 E. Collins Blvd, Richardson, 75081	Innovation Quarter Headquarters	\$26,400	\$26,400	18	28.0	0.0	3.5	25.0	56.5
City of Dallas - Site 1	2	8935 Aldora, Dallas, 75238	NE Service Center	\$193,676	\$193,675.63	19	32.0	0.0	3.5	19.5	55.0
City of Richardson - Site 2	1	900 Civic Center Dr, Richardson, 75080	Library	\$22,200	\$22,200	20	25.6	0.0	3.0	25.0	53.6
DART - Site 1	1	100 W. Spring Valley Rd, Richardson, 75081	Light Rail Station	\$45,762	\$45,761.88	21	24.0	0.0	5.0	23.8	52.8
City of Lewisville - Site 3	2	233 W. Main St, Lewisville, 75057	Visitor Information Center	\$47,892	\$47,892.00	22	10.4	10.0	12.0	20.3	52.7
City of Grand Prairie - Site 1	2	2965 Epic Place, Grand Prairie 75052	Water Park (Epic Waters)	\$40,560	\$40,560	23	10.4	0.0	0.5	24.5	35.4
Total Projects	35			\$2,009,775	\$1,895,008						

Total	52			\$2,941,688	\$2,895,008						
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Funds Available for Call for Projects				\$1,000,000							
Total Recommended Projects for Award	19			\$1,000,000							
Total Recommended Wait-List Projects	35			\$1,895,008							

Projects Ineligible for Funding											
Applicant/Site	Number of Charging Stations	Site Address	Location Type	Funding Requested	Fill Gaps in Existing Infrastructure/Fleet Electrification Average Score (Max 40)	Serve or Provide Benefits to Justice40 Initiative Average Score (Max 10)	Strategies to Minimize Grid Impacts Average Score (Max 25)	Risk Oversight Score (Max 25)	Total Score	Reason For Ineligibility	
City of Fort Worth - Site 1	1	5565 Truman Dr, Fort Worth, 76112	Community Center	\$30,000	23.2	10.0	1.5	20.8	55.5	Applicant had not adopted the RTC Clean Fleet Policy prior to Application Deadline	
City of Fort Worth - Site 2	1	4932 Wilbarger St, Fort Worth, 76119	Community Center	\$30,000	23.2	10.0	1.5	20.8	55.5		
City of Fort Worth - Site 3	1	3700 E. Belknap St, Fort Worth, 76111	Community Center	\$30,000	20.0	10.0	1.5	20.8	52.3		
Total Projects	3			\$90,000							

* Reduced Funding Due to an Ineligible Cost in Budget
 ** Partial Award Based on Funds Available



MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



May 12, 2022

Regional Transportation Council (RTC) – Information Item
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)

Multimodal Projects Discretionary Grant (MPDG) Program

National Infrastructure Project Assistance Program (MEGA)

2

Available Funds (Project Type)

\$1 Billion

– All Projects (FY 22)

Cost > \$500 M

– 50% Available Funds

Cost \$100-500 M

– 50% Available Funds

Federal Cost Share / Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

Eligibility (Applicants)

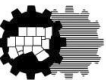
1. State or group of States (DOTs)
2. Metropolitan Planning Organization (MPOs)
3. Local governments
4. Political subdivision of a State
5. Special purpose district or public authority w/ transportation function (incl. port authority)
6. Tribal government or consortium of Tribal governments
7. Amtrak partnership w/ one or entities above
8. Group of all above entities

Eligibility (Project Types)

1. Highway/bridge project
 - a) National Multimodal Freight Network
 - b) National Highway Freight Network
 - c) National Highway System
2. Freight intermodal (including public ports) or freight rail project with public benefit
3. Railroad/roadway grade separation or at-grade crossing elimination project
4. Intercity passenger rail project
5. Public transportation project (Ch. 53 of Title 49) or part of any project types described above

- **No statutory obligation deadline**

- **USDOT “seeks projects that will begin construction before September 30, 2025.”**



Multimodal Projects Discretionary Grant (MPDG) Program

Nationally Significant Multimodal Freight/Highway Projects (INFRA)

3

Available Funds (Project Type)

\$1.55 Billion

– All Projects (FY 22)

85% – Large

– Costs > \$100 M

15% – Small

– Costs < \$100 M

Federal Cost Share / Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

Eligibility (New)

Applicants:

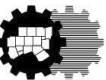
1. Federal land management agency w/ State or group of States
2. Multi-state corridor organization

Project Types:

1. Wildlife crossing
2. Surface transportation project at international border crossing
3. Marine highway project w/ NHFN functional connection
4. National Multimodal Freight Network highway/bridge/freight

■ **Obligation Deadline: September 30, 2025**

■ **Construction Start Deadline: March 30, 2027**



Multimodal Projects Discretionary Grant (MPDG) Program

Rural Surface Transportation Grant Program (RURAL)

4

Available Funds (Project Type)

\$300 Million

– All Projects (FY 22)

Lane Departures

– 15% (not TX)

Appalachians

– 25% (not TX)

Federal Cost Share / Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 M Minimum

– 90% of projects

No Minimum

– 10% of projects

Project/Location Eligibility

Rural (2010 Census):

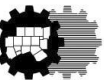
1. Outside an Urbanized Area (UA)
2. In Census-defined Urban Cluster
3. UA w/ population < 200,000

Project Types:

1. Highway, bridge, or tunnel
 - a) National Hwy Performance Program
 - b) Surface Transportation Block Grant
 - c) Tribal Transportation Program
2. Hwy freight (NHFP)/safety (HSIP)
3. Access to rural economic support
4. Integrated mobility & travel/on-demand management system

- **Obligation Deadline: September 30, 2025**
(same as INFRA)

- **Construction Start Deadline: March 30, 2027**
(same as INFRA)



Multimodal Projects Discretionary Grant (MPDG) Program

Statutory Requirements

5

- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical to carry out project – ALL**

Multimodal Projects Discretionary Grant (MPDG) Program

Uniform Selection Criteria

6

■ Project Outcomes

	0	1	2	3
Rating Scale	Project negatively affects outcome area OR application contains insufficient assessment information.	Outcome area claimed benefits are plausible but minimal OR claimed benefits are not plausible.	Clear and direct benefits in outcome area stem from adopting common practices for planning, designing, or building infrastructure.	Clear, direct, data-driven, and significant benefits for the outcome area are well-supported by application evidence.

- *Safety*
- *State of Good Repair*
- *Economic Impacts, Freight Movement, & Job Creation*
- *Climate Change, Resiliency, & the Environment*
- *Equity, Multimodal Options, & Quality of Life*
- *Innovation*

■ Economic Analysis (Benefit-Cost Ratio)

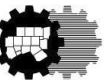
■ Project Readiness Analysis

- *Technical Assessment* – Delivery history, project feasibility, Federal compliance/requirements, ROW acquisition plan
- *Financial Completeness* – Detailed budget, design/contingency status, cost overrun plan, obligation target certainty
- *Environmental Review/Risk Assessment* – Detailed schedule, required approval/permit status, risk mitigation plan

Multimodal Projects Discretionary Grant (MPDG) Program Submittal Timeline (DRAFT)

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
April 14, 2022	RTC Information
April 22, 2022	STTC Information
May 6, 2022	RTC Agenda “Mail Out” <i>(Scope, cost, & funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
May 12, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
May 23, 2022	FY 22 MPDG Grant Application Submittal Deadline – www.grants.gov
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement



Upcoming Grant NOFO Announcements in 2022

New/Existing Programs with NCTCOG/Partner Eligibility

8

May 2022	Transit Oriented Development Pilot Program
May 2022	Safe Streets & Roads for All Grant Program – <i>NEW</i>
May 2022	Nationally Significant Federal Lands & Tribal Project Program
May 2022	Bridge Investment Program – <i>NEW</i>
June 2022	Railroad Crossing Elimination Program – <i>NEW</i>
June 2022	Reconnecting Communities Pilot Program – <i>NEW</i>
July 2022	All Stations Accessibility Program – <i>NEW</i>
Aug 2022	Consolidated Rail Infrastructure & Safety Improvements Grant Program
Sept 2022	Strengthening Mobility & Revolutionizing Transportation (SMART) – <i>NEW</i>

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

April 14, 2022

Regional Transportation Council (RTC) – Information Item
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)



MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



May 12, 2022

Regional Transportation Council (RTC) – Action Item
FY 22 MPDG Program Overview (MEGA, INFRA, & RURAL) & Proposed NCTCOG Projects

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Overview of Combined Solicitation – INFRA, RURAL, & MEGA Programs

2

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$1.55 Billion

– All Projects (FY 22)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

■ **Obligation Deadline: 9/30/2025**

■ **Construction Start Deadline: 3/30/2027**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$300 Million

– All Projects (FY 22)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

■ **Obligation Deadline: 9/30/2025**

■ **Construction Start Deadline: 3/30/2027**

□ **Uniform Selection Criteria:**

- Safety
- State of Good Repair
- Innovation
- Economic Impacts, Freight Movement, & Job Creation
- Climate Change, Resiliency, & the Environment
- Equity, Multimodal Options, & Quality of Life

□ **Economic Analysis (Benefit-Cost Ratio)**

□ **Project Readiness Analysis:**

- Technical Assessment
- Financial Completeness
- Environmental Review/Risk Assessment

□ **Application Deadline: 5/23/2022**

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1 Billion

– All Projects (FY 22)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

■ **USDOT “seeks projects that will begin construction before 9/30/2025”**

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program Statutory Requirements – INFRA, RURAL, & MEGA Programs

3

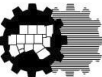
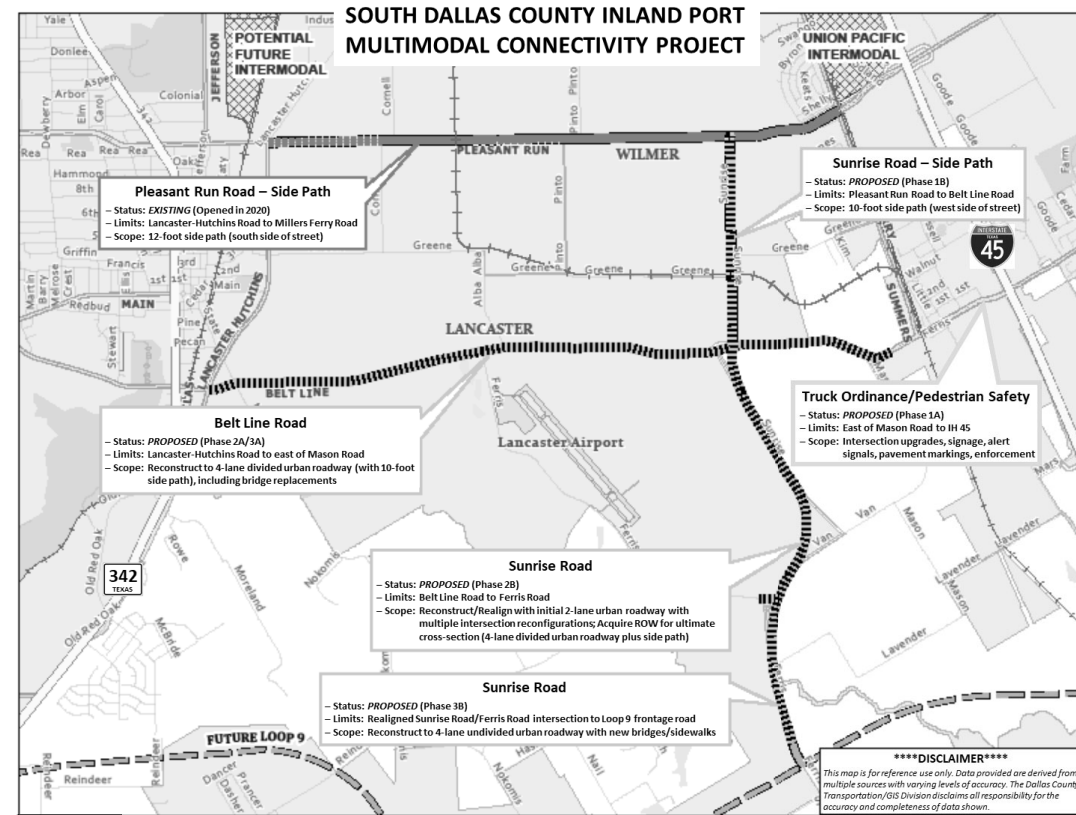
- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical project capacity – ALL**

Proposed NCTCOG MPDG Grant Projects – EAST

South Dallas County Inland Port (SDCIP) Multimodal Connectivity Project

4

- **Safety:**
 - New roadways with curb-separated shared-use paths and improved design/capacity to reduce conflicts
- **State of Good Repair:**
 - Replace aging, deficient assets with new, durable facilities with reduced annual maintenance needs
- **Innovation:**
 - Pilot for Headlight construction management software to expand D/M/WBE capabilities/benefits beyond project area
- **Economic Impacts, Freight Movement, & Job Creation:**
 - Optimize SDCIP growth, convenience, and diversification
- **Climate Change, Resiliency, & the Environment:**
 - Minimize freight-oriented development impacts, improve air quality, and responsibly accommodate new drainage demands
- **Equity, Multimodal Options, & Quality of Life:**
 - Lower transport costs via new accessibility choices (bicycle/pedestrian, GoLink destinations)

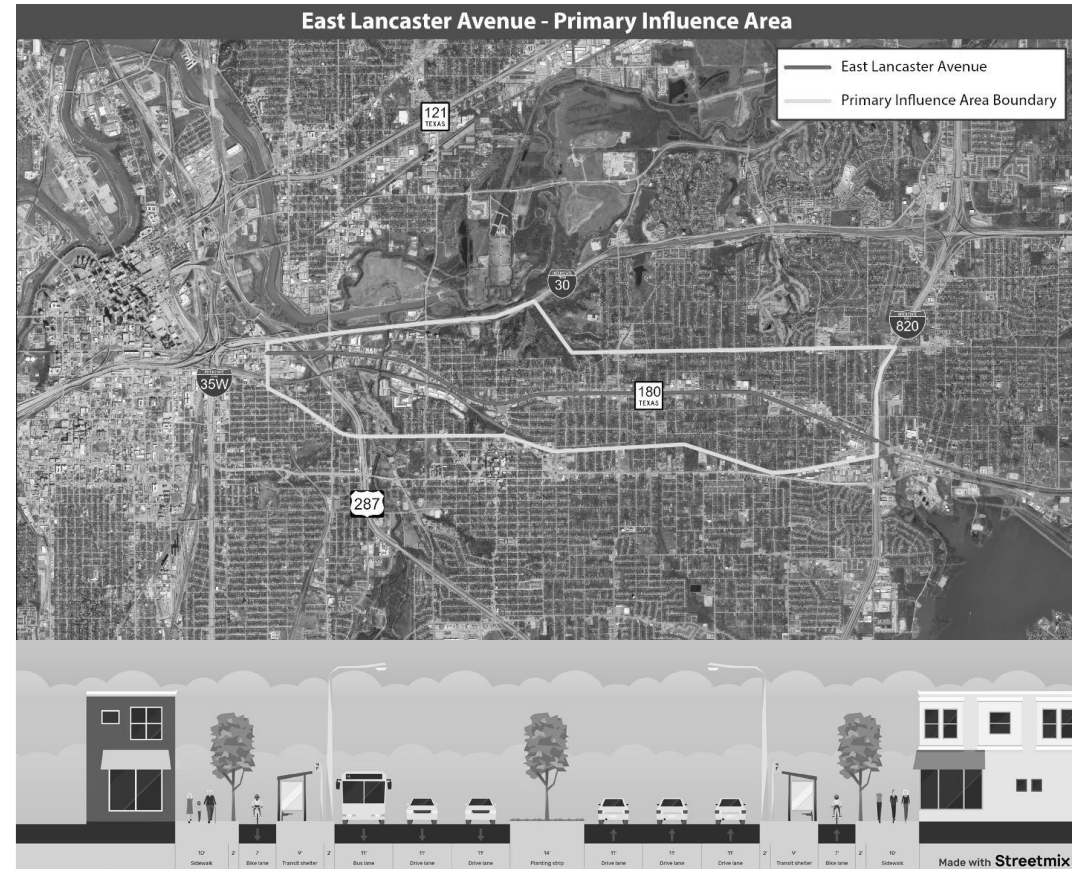


Proposed NCTCOG MPDG Grant Projects – WEST

East Lancaster Avenue Complete Streets & Transit Technology Project

5

- **Safety:**
 - New roadways with dedicated bike lanes and sidewalks, along with improved intersections and access management
- **State of Good Repair:**
 - Replace aging, obsolete roadway with a context-sensitive multimodal facility compatible with adjacent land uses
- **Innovation:**
 - Incorporate technology-based bus transit service, passive operations monitoring, & dedicated broadband fiber/conduits
- **Economic Impacts, Freight Movement, & Job Creation:**
 - Increased multimodal accessibility to jobs and compatibility with both existing activities and planned revitalization efforts
- **Climate Change, Resiliency, & the Environment:**
 - New multimodal corridor improves sustainability (air quality, energy efficiency, etc.) for environmental justice populations
- **Equity, Multimodal Options, & Quality of Life:**
 - Enhance choice/affordability of local transportation options to alleviate opportunity barriers & improve jobs/housing balance



FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Proposed NCTCOG Projects – Complete List & Attributes

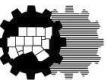
PROJECT		SUBMITTAL			COST / FUNDING STATUS (in \$ millions)					
TITLE	DESCRIPTION/LIMITS	EAST/ WEST	BEFORE (Agency)	NOW (Agency)	TOTAL COST	FEDERAL			NON-FEDERAL	
						MPDG GRANT	EXISTING ¹	NEW (RTC) ²	STATE ³	LOCAL ⁴
IH 30 Downtown Dallas Canyon	Reconstruct IH 30 corridor from IH 35E to IH 45 with a narrowed cross-section, modern design standards, and increased capacity to facilitate improved multimodal connectivity, restitch long-severed Downtown communities, and spur economic growth in an Opportunity Zone	EAST	INFRA 2021 (TxDOT w/ NCTCOG as co-sponsor)	INFRA/MEGA (TxDOT w/ NCTCOG as co-sponsor)	542.0	90.5	234.7		216.8	
South Dallas County Inland Port Multimodal Connectivity	Reconstruct Belt Line Road and Sunrise Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software	EAST	RAISE 2022 (NCTCOG)	INFRA/RURAL (NCTCOG)	82.525	45.0	8.0 ^A	12.53 ^A		16.995 ^A
East Lancaster Avenue Complete Streets & Transit Technology	Reconstruct aging East Lancaster Avenue between Pine Street and IH 820 into a context-sensitive multimodal corridor, including accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for east Fort Worth	WEST	INFRA 2021 (NCTCOG)	INFRA/MEGA (NCTCOG)	182.0	100.0	40.0 ^B		30.0 ^A	12.0 ^B

- A.** – \$8.0M STBG (Cat 7); **B.** – \$40.0M TxDOT Federal Funds (Cat 2)
- A.** – \$12.53M STBG (includes 4.27M TDCs)
- A.** – \$30.0M TxDOT State Funds (NEPA/Design, ROW, Non-Franchise Utilities, & Engineering/Inspection)
- A.** – \$5.1M Dallas County, \$2.645M City of Wilmer, \$7.65M City of Lancaster, \$1.6M Franchise Utilities; **B.** – \$10.0M City of Fort Worth (2022 Bond), \$2.0M Franchise Utilities/Water/Sewer

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program Timeline for Development, Approval, and Submittal

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
April 14, 2022	RTC Information
April 22, 2022	STTC Information
May 6, 2022	RTC Agenda “Mail Out” <i>(Scope, cost, & funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
May 12, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
May 23, 2022	FY 22 MPDG Grant Application Submittal Deadline – www.grants.gov
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement



FY 22 Multimodal Projects Discretionary Grant (MPDG) Program Requested RTC Action

8

- **Based on previous action for the Western Subregion Transit Partnership (Item 5a), request Regional Transportation Council (RTC) approval of:**
 - **Allocation of new RTC funds (same as RAISE – April 2022):**
 - *South Dallas County Inland Port Multimodal Connectivity*
– \$12,530,000 STBG funds (including 4,270,000 TDCs)
 - **Proposed projects to submit for funding consideration through the FY 22 MPDG Discretionary Grant Program**
 - **Administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for an FY 22 MPDG Grant award**

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

May 12, 2022

Regional Transportation Council (RTC) – Action Item

FY 22 MPDG Program Overview (MEGA, INFRA, & RURAL) & Proposed NCTCOG Projects

**REGIONAL TRANSPORTATION COUNCIL
May 2022**

Bylaws Revision Subcommittee

Andy Eads (Chair)

County Judge
Denton County

Mike Leyman

Councilmember
City of Mansfield

Rick Grady (Vice Chair)

Councilmember
City of Plano

Adam McGough

Councilmember
City of Dallas

Gyna Bivens

Mayor Pro Tem
City of Fort Worth

Phillip Ritter

Citizen Representative
City of Dallas

Dianne Costa

Board Member
Denton County Transportation Authority

Oscar Trevino

Mayor
City of North Richland Hills

George Fuller

Mayor
City of McKinney

Glen Whitley

County Judge
Tarrant County

Nominating Subcommittee

Ron Jensen (Chair)

Mayor
City of Grand Prairie

Alison Maguire

Councilmember
City of Denton

Rich Aubin (Vice Chair)

Councilmember
City of Garland

William Meadows

Chair
Dallas Fort Worth International Airport

Gary Fickes

Commissioner
Tarrant County

Omar Narvaez

Councilmember
City of Dallas

Lane Grayson

Commissioner
Ellis County

Jim R. Ross

Mayor
City of Arlington

IH635/IH35E WISHBONE REVENUE SHARE

2017-2021:

Revenues:	\$27,067,545.05
<u>NTTA Fees: -</u>	<u>\$1,581,025.15</u>
Net	\$25,486,519.90

TxDOT/Region Share: \$12,743,259.95

2022+

Expected Revenue Share to TxDOT/Region: ~3-4M/year

Payments due to TxDOT June 30 of each year

**REGIONAL TRANSPORTATION COUNCIL RESOLUTION
ON THE DEVELOPMENT OF THE IH 35E PROJECT
(R12-01-R)**

WHEREAS, Interstate Highway 35 East (IH 35E) is of Statewide, national, and international importance for the movement of people and commerce now and for the long-term future; and,

WHEREAS, IH 35E serves as “Main Street, DFW”; and,

WHEREAS, the expansion of IH 35E consists of adding general purpose lanes, managed/toll lanes, and frontage road lanes from IH 635 in Dallas County to US 380 in Denton County and is herein after referred to as the IH 35E project; and,

WHEREAS, the IH 35E project has been designated as a high-priority project by the Regional Transportation Council (RTC); and,

WHEREAS, Local Partners, including Denton County, Dallas County, cities along the corridor, the RTC, the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Denton County Transportation Authority (DCTA), Congressional representatives and State legislators have been working for years to advance the IH 35E project; and,

WHEREAS, DART and TxDOT paid the local match for early RTC improvements on IH 35E in the form of HOV lanes that will be updated as part of this project; and,

WHEREAS, the Local Partners have developed innovative funding methods to advance the project such as the partnership between Denton and Dallas Counties where Denton County RTR funds were loaned to complete the IH 635 project and will be repaid with interest; and,

WHEREAS, the region prioritized funding for the DCTA A-train to be operational before the IH 35E project commences in order to mitigate traffic impacts during construction; and,

WHEREAS, currently identified funding of \$639 million includes: \$484 million in RTR funds, \$78 million in Congestion Mitigation and Air Quality (CMAQ) funds (\$55 million in repayment for Denton County bonds previously submitted to RTC), \$10 million in Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, \$44 million in Proposition 14 Bond proceeds, and \$23 million in Demonstration and/or Congressional Earmark funds; and,

WHEREAS, the NTTA has waived primacy for the IH 35E project; and,

WHEREAS, the Texas Legislature has authorized the development of the IH 35E project as one of the few public-private partnerships that can proceed in Texas; and,

WHEREAS, Senate Bill 1420 (82nd Texas Legislature, Regular Session) requires for certain TxDOT toll projects, including the IH 35E project, that a committee comprised of representatives from local and regional stakeholders and TxDOT (The SB 1420 Committee) be formed to make determinations concerning the distribution of the project’s financial risk, the method of financing for the project, and the project’s tolling structure and methodology that will determine the project’s delivery method in order to ensure local and regional input into the process; and,

WHEREAS, the SB 1420 Committee on IH 35E has requested the RTC to take action on the principles guiding the construction of this project.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

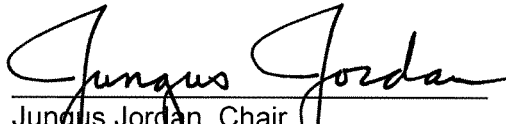
- Section 1.** The RTC requests the Texas Transportation Commission provide supplemental funding to expand general purpose freeway lanes in addition to the managed/toll lanes and frontage road improvements in the initial expansion of Interstate Highway 35 East. The initial phase of the Interstate Highway 35 East project should also include bridge structures across Lake Lewisville sufficient for frontage roads and additional capacity improvements.
- Section 2.** The RTC will request the SB 1420 Committee and the Texas Transportation Commission provide that the initial expansion of Interstate Highway 35 East include improvements along the entire IH 35E Corridor from IH 635 in Dallas County to US 380 in Denton County.
- Section 3.** The RTC acknowledges that the RTR revenue funds allocated to IH 35E in Denton County or future RTR funds in Dallas County cannot be spent without the express authorization of the respective Commissioners Court by resolution. Existing RTC policy requires RTR funded projects be accompanied with input from impacted local governments.
- Section 4.** The RTC requests formal action by Denton and Dallas Counties and cities along the corridor before the Texas Transportation Commission takes final action on construction plans on IH 35E.
- Section 5.** The RTC will request that the SB 1420 Committee issue a report containing determinations that are consistent with air quality conformity, the findings of Mobility 2035 and the National Environmental Policy Act (NEPA) documents related to the IH 35E project.
- Section 6.** The RTC will assist local stakeholders in initiating conversations with local governments, regional leaders, the Texas Transportation Commission and other interested public and private partners to allocate additional resources to the project, including private equity, local, State and federal funds in order to build as much of the IH 35E project as possible.
- Section 7.** The RTC will request that the SB 1420 Committee commit to meeting TxDOT's schedule to make the required determinations as soon as possible.
- Section 8.** The RTC requests that revised cost estimates and financial analyses of the IH 35E project be completed during the Request For Qualifications (RFQ) process for the project, and this information and information concerning any additional funding identified for the project be provided to the SB 1420 Committee on or before the completion of the RFQ process, and requests that the SB 1420 Committee make determinations that result in one delivery method for the IH 35E project, and that the SB 1420

Committee submit its report to the Executive Director of TxDOT prior to the issuance of a Request for Proposals (RFP) for the project.

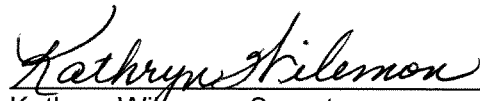
Section 9. The RTC will request that TxDOT complete the procurement process for the IH 35E project as expeditiously as possible, hopefully no later than December 2012.

Section 10. The RTC will commit that excess revenue derived within the limits of the project will not be used on other projects until the IH 35E project from IH 635 to US 380 is completed, as described in the NEPA documents. Existing RTC policy requires that revenues shall remain in the counties in which the revenue-generating project is located.

Section 11. A copy of this resolution shall be transmitted to the Texas Transportation Commission, the TxDOT Executive Director, the IH 35E SB 1420 Committee, impacted State legislators and impacted local governments.


Jungus Jordan, Chair
Regional Transportation Council
Councilmember, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 10, 2012.


Kathryn Wilemon, Secretary
Regional Transportation Council
Councilmember, City of Arlington

EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY

Purpose: To establish a framework for the allocation of future revenue from managed lane toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored managed lane toll projects.
2. Excess toll revenue is defined as annual toll revenue after annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement (CDA), and the expected cost of rehabilitation or reconstruction of the managed toll lanes.
3. All excess revenue generated from an individual managed lane toll project shall remain in the TxDOT district in which that revenue-generating managed lane project is located.

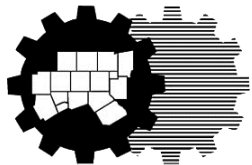


EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY (continued)

4. Local governments and transportation authorities shall be given the right to invest in a CDA project as a means to fund the facility as well as to generate local revenue.
5. The excess revenue generated from an individual managed lane toll project shall remain in the counties in which that revenue-generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.
6. Regional Transportation Council shares will be put in air quality related and sustainable development programs and used to leverage federal transportation funds.

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
May 27, 2022**



**North Central Texas
Council of Governments**

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:
Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:
City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:
City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*
City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

*Funds still being awarded

Data reflects information posted at www.texasvfwfund.org as of May 11, 2022

SPOTLIGHT AWARDEE: CITY OF FARMERS BRANCH LEVEL 2 STATION

Station Summary

Number of Connectors	2
Install Date	July 2021
Grant Amount	\$2,500
Charger Cost	\$5,480
Installation Cost	\$5,970
Total Cost	\$11,450
Cost After Reimbursement	\$8,950

Data reflects information received from the City of Farmers Branch as of May 11, 2022

**Level 2 Station located at
the City of Farmers Branch
Manske Library**



Photo Credit: Alex Pharmakis, City of Farmers Branch Sustainability Manager

FOR MORE INFORMATION

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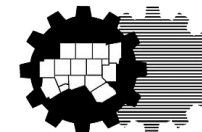
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Also see “Volkswagen Settlement” at <https://nctcog.org/trans/quality/air/funding-and-resources/volkswagen-settlement#ZEV>

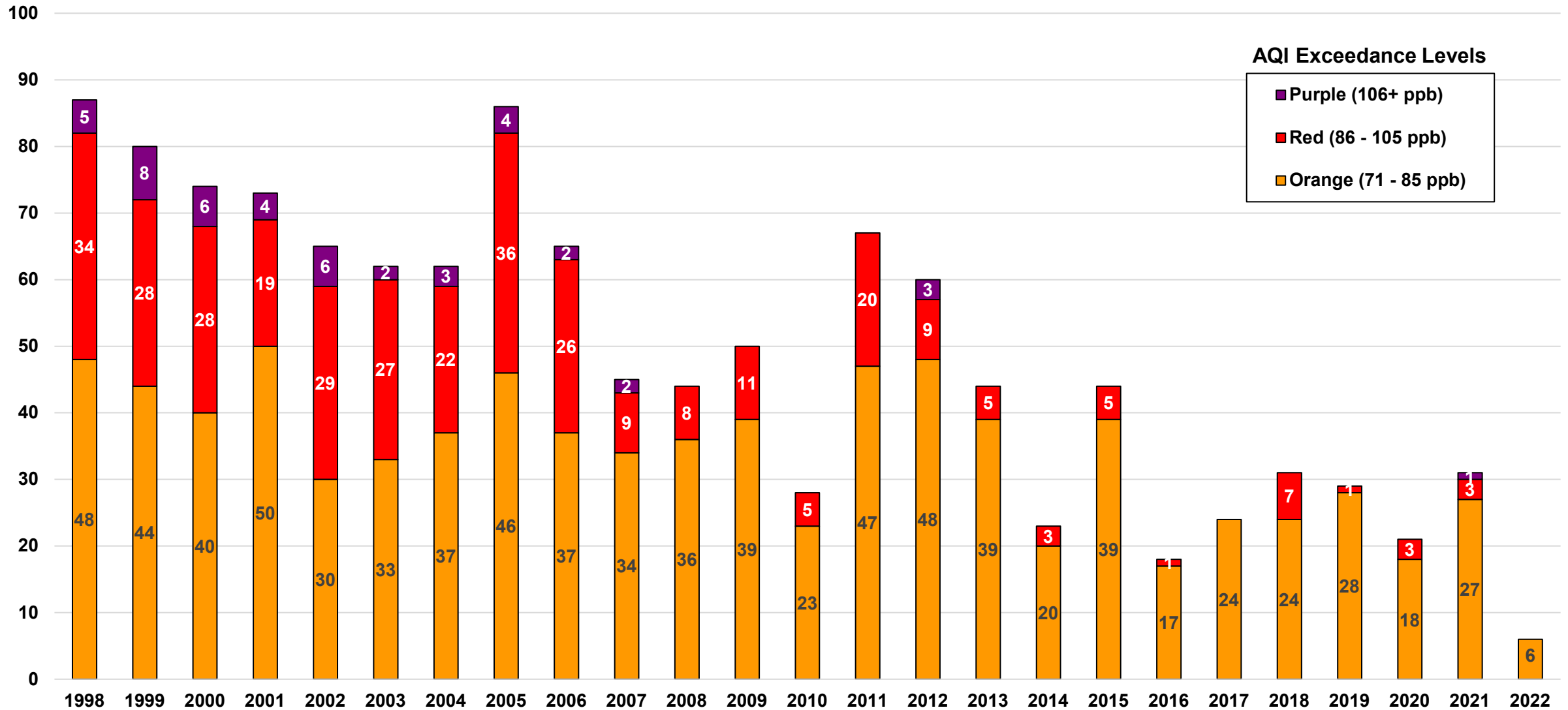
Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

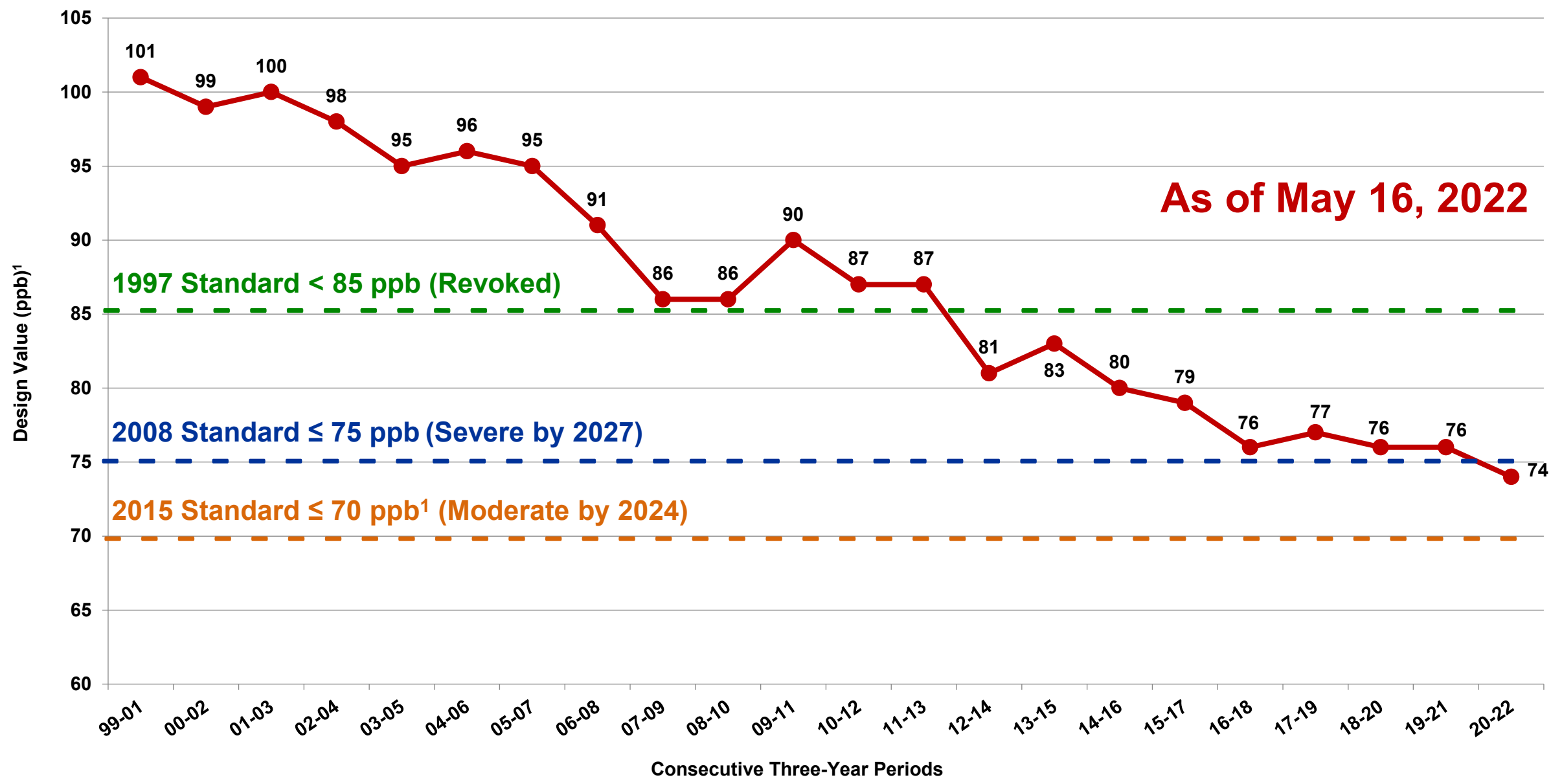
Based on ≤ 70 ppb (As of May 16, 2022)



Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



¹ Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

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<https://www.nctcog.org/trans/quality/air/ozone>

STATUS OF OZONE RECLASSIFICATION

March 28, 2022, EPA published proposed determinations of attainment/extensions of the attainment date/reclassifications of areas for the 2008 & 2015 ozone NAAQS

2008 Ozone Standard:

EPA proposing to determine the Dallas-Fort Worth area failed to attain the 2008 ozone NAAQS by July 20, 2021, and will be reclassified as Severe and have a new attainment date of July 20, 2027 (*Regional Value was 76 ppb as compared to 75 ppb Standard*)

2015 Ozone Standard:

EPA proposing to determine the Dallas-Fort Worth area failed to attain the 2015 ozone NAAQS by August 3, 2021, and will be reclassified as Moderate and have a new attainment date of August 3, 2024 (*Regional Value was 76 ppb as compared to 70 ppb Standard*)

A virtual public hearing will be held for each proposed action on May 9, 2022

The 60-day comment period for each proposal closes on June 13, 2022

EPA must respond to comments for both standards and will then issue a final rulemaking

FOR MORE INFORMATION

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<https://www.nctcog.org/trans/quality/air/ozone>

Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Bobby Janecka, *Commissioner*
 Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

April 13, 2022

Ms. Lori Pampell Clark
 Program Manager
 North Central Texas Council of Governments (NCTCOG)

via email: llark@nctcog.org

Subject: Texas Emissions Reduction Plan (TERP) - Request for Comments on Proposed Preferences and Scoring Criteria under the Fiscal Year (FY) 2022-2023 Alternative Fueling Facilities Program (AFFP)

Dear Ms. Clark:

The Texas Commission on Environmental Quality (TCEQ) received your comments regarding the FY 2022-2023 AFFP grant round on March 4, 2022. TCEQ would like to provide you with the following responses to your comments, which are summarized below:

1. The North Central Texas Council of Governments (NCTCOG) supports small business set aside. However, the TCEQ should require the applicant to provide documentation that their entity existed in a manner that meets the stated criteria prior to publication of the proposed selection criteria. NCTCOG also requests that public sector applicants be explicitly listed as part of the "all other" category.

Response: For this AFFP grant round, the agency is incentivizing small business participation. Further restricting the date by which a small business must be registered or certified as such may limit participation of small businesses in the program.

Public sector applicants do not qualify as small businesses under this grant round. The TCEQ will clarify in the public solicitation documents under which category public sector applicants should apply.

2. NCTCOG questions the rationale for the set-aside for natural gas versus other fuel types. This breaks available funding into four different 'buckets' with relatively small levels of funding in each. This could result in difficulty funding larger projects with high merit. If the TCEQ retains the four funding buckets, NCTCOG recommends exercising flexibility in adjusting awards between the various funding buckets (in the event some sub-allocations are oversubscribed, and others undersubscribed) and communicating this flexibility at the outset of the program.

Response: TCEQ will include language in its solicitation documents that confirms that the TCEQ may redistribute the funding allocations. Any redistribution of funds will be consistent with the purposes of the AFFP and dependent on demand and requested grant amounts.

3. NCTCOG supports the restriction against awards to businesses that received two or more grants under the Texas Volkswagen Environmental Mitigation Program. However, the TCEQ should clarify the exact meaning of “two or more grants.” It is unclear whether this means two or more sites (addresses), two or more agreements, or something else.

Response: For this purpose, TCEQ defines a grant as a contract entered into with a performing party who applied under the Texas Volkswagen Environmental Mitigation Program (TxVEMP) Light-Duty Zero Emission Vehicle Supply Equipment: Direct Current Fast Charging and Hydrogen Fueling Equipment grant round to install electric vehicle infrastructure at a single project site. For the AFFP Grant Round, any business, including legal affiliates of that business, that entered into two or more contracts under the TxVEMP Light-Duty Zero Emission Vehicle Supply Equipment: Direct Current Fast Charging and Hydrogen Fueling Equipment grant round is not eligible for a grant under this AFFP grant round.

4. Increase points for criteria a, proximity of the station to existing facilities, to optimize wider deployment of alternative fueling infrastructure. NCTCOG also recommends using a ratio of available infrastructure, such as number of dispensers/charging ports compared to average annual daily traffic, to award points to locations that may be near an existing facility, but where existing facilities may be inadequate to serve demand.

Response: The current scoring criteria utilizes two criterions to evaluate existing infrastructure and average annual daily traffic. Depending on the applications received, these two criteria emphasize the wider deployment of alternative fueling infrastructure while still allowing areas with high traffic and existing alternative fueling infrastructure to remain competitive. If more complete data sets across all fuel types are available in the future to evaluate the number of dispensers/charging ports, the scoring criteria may change for subsequent AFFP grant rounds.

5. Decrease points for criteria b, distance from a highly traveled highway segment. This criteria could prioritize areas which are already captured in criteria c.

Response: Criteria “b” (distance from a highly traveled highway segment) and criteria “c” (distance from an interstate, U.S. highway, or state highway) do not overlap in the data for which they evaluate. Criteria “b” evaluates the actual traffic counter data nearest the proposed facility whereas criteria “c” looks only at the distance of the proposed station from the roadway. To avoid confusion, TCEQ will change the name of criteria “b” to more accurately reflect the data it evaluates.

6. Adjust points associated with criteria c, distance from an interstate highway, U.S. highway, or state highway, to complement rather than duplicate new funding programs established by the Bipartisan Infrastructure Law: For electric vehicle (EV) charging sites only: Decrease points for sites located along Federal Highway Administration (FHWA)-designated alternative fuel corridors. These locations will be funded through the National Electric Vehicle Infrastructure (NEVI) Formula Program. Reserving AFFP funds for locations NOT along these corridors will facilitate projects which are ineligible for NEVI. Corridor designations are available on the Texas Department of Transportation (TxDOT) Statewide Planning Map or the FHWA Alternative Fuel Corridors website.

Response: TCEQ has provided TxDOT with the locations of proposed DC Fast Charge facilities that were recently awarded grants by TCEQ to facilitate TxDOT’s planning purposes and to avoid duplication of proposed facility locations under TxDOT’s State Plan for Electric Vehicle Infrastructure Deployment.

7. Elevate tie-breaker provision d.xiii., location in an economically depressed or blighted area, to a selection criterion. The TCEQ should also provide a list or map of these areas within the Clean Transportation Zone.

Response: AFFP continues to focus on the geographic expansion of alternative fueling facilities balanced against market demand for those fueling facilities. Given the limited number of alternative fueling facilities for all eligible fuel types, further geographic and demand scoring criteria are not yet warranted. However, TCEQ will consider the location of a facility in an economically depressed or blighted area as tie-breaking factor. Applicants interested in determining whether an area is considered as economically depressed or blighted should refer to Texas Government Code Section 2306.004. The TCEQ does not maintain a map of these areas.

8. Award points for sites which plan to offer alternative fuel produced via renewable methods and/or incorporate resiliency measures (e.g., battery storage at EV charging sites).

Response: The TCEQ may consider scoring criterion for resiliency measures and alternative fuel produced via renewable methods in future grant rounds as it continues to gather data.

9. NCTCOG recommends that the TCEQ require DC Fast Charge EV charging stations located within one mile of an interstate, U.S. highway, or state highway to meet key design criteria listed on page 26 of the NEVI Formula Program Guidance, unless the applicant demonstrates that such standards are impractical or infeasible due to utility capacity constraints:

- a. Charge power per DC port should be at least 150 kW
- b. Provide at least four Combined Charging System ports
- c. Be capable of simultaneously charging four EVs

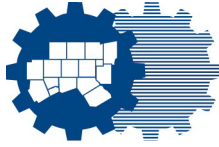
Response: TCEQ will consider minimum technical specifications and fill/charging rates for all fuel types as scoring criterion in future grant rounds as it continues to gather data.

Thank you for your comments. Please contact TERP staff at 1-800-919-TERP (8377) or terp@tceq.texas.gov with any additional questions.

Sincerely,



Michael Wilson, P.E., Deputy Director
Air Grants Division



North Central Texas Council of Governments

March 2, 2022

Subject: Comments on the Texas Emission Reduction Plan Alternative Fueling Facilities Program

To Whom It May Concern:

The North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves with the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth region, and is the host agency for the Dallas-Fort Worth Clean Cities Coalition, is pleased to have the opportunity to provide input on proposed preferences and scoring criteria for the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan's Alternative Fueling Facilities Program (AFFP).

NCTCOG appreciates TCEQ's consideration of these recommendations. If you have any questions, please feel free to contact me at (817) 695-9232 or lclark@nctcog.org.

Sincerely,

Lori Clark
Program Manager
North Central Texas Council of Governments

KR:bw

Attachment

North Central Texas Council of Governments Comments on Proposed Preferences and Selection Criteria for the Texas Commission on Environmental Quality Texas Emissions Reduction Plan Alternative Fueling Facilities Program

Grant Amounts and Small Business Set-Aside

The North Central Texas Council of Governments (NCTCOG) supports small business set-aside. However, the TCEQ should require the applicant to provide documentation that their entity existed in a manner that meets the stated criteria *prior to* publication of the proposed selection criteria. NCTCOG also requests that public sector applicants be explicitly listed as part of the “all other” category.

NCTCOG questions the rationale for the set-aside for natural gas versus other fuel types. This breaks available funding into four different ‘buckets’ with relatively small levels of funding in each. This could result in difficulty funding larger projects with high merit. If the TCEQ retains the four funding buckets, NCTCOG recommends exercising flexibility in adjusting awards between the various funding buckets (in the event some sub-allocations are oversubscribed, and others undersubscribed) and communicating this flexibility at the outset of the program.

Restrictions

NCTCOG supports the restriction against awards to businesses that received two or more grants under the Texas Volkswagen Environmental Mitigation Program. However, the TCEQ should clarify the exact meaning of “two or more grants.” It is unclear whether this means two or more sites (addresses), two or more agreements, or something else.

Scoring Criteria

NCTCOG recommends the following changes:

- Increase points for **criteria a, proximity of the station to existing facilities**, to optimize wider deployment of alternative fueling infrastructure. NCTCOG also recommends using a ratio of available infrastructure, such as number of dispensers/charging ports compared to average annual daily traffic, to award points to locations that may be near an existing facility, but where existing facilities may be inadequate to serve demand.
- Decrease points for **criteria b, distance from a highly traveled highway segment**. This criteria could prioritize areas which are already captured in criteria c.
- Adjust points associated with **criteria c, distance from an interstate highway, U.S. highway, or state highway**, to complement rather than duplicate new funding programs established by the Bipartisan Infrastructure Law:
 - **For electric vehicle (EV) charging sites only:** Decrease points for sites located along Federal Highway Administration (FHWA)-designated alternative fuel corridors. These locations will be funded through the National Electric Vehicle Infrastructure (NEVI) Formula Program. Reserving AFFP funds for locations NOT along these corridors will facilitate projects which are ineligible for NEVI. Corridor designations are available on the Texas Department of Transportation (TxDOT) Statewide Planning Map¹ or the FHWA Alternative Fuel Corridors website.²
- When considering criteria for **existing local amenities nearby or statement of future construction of one**, increase the allowable distance of amenities from a quarter-mile to a half-mile, especially in rural and underdeveloped areas.

¹ https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

² [Electric Vehicle \(EV-Round 1,2,3,4 and 5\) - FHWA HEPGIS Maps \(dot.gov\)](#)

- Elevate tie-breaker **provision d.xiii., location in an economically depressed or blighted area**, to a selection criterion. The TCEQ should also provide a list or map of these areas within the Clean Transportation Zone.
- Award points for sites which plan to offer alternative fuel produced via renewable methods and/or incorporate resiliency measures (e.g., battery storage at EV charging sites).

EV Charging Station Requirements

NCTCOG recommends that the TCEQ require DC Fast Charge EV charging stations located within one mile of an interstate, U.S. highway, or state highway to meet key design criteria listed on page 26 of the NEVI Formula Program Guidance³, unless the applicant demonstrates that such standards are impractical or infeasible due to utility capacity constraints:

- Charge power per DC port should be at least 150 kW
- Provide at least four Combined Charging System ports
- Be capable of simultaneously charging four EVs

If these standards cannot be made an eligibility requirement, then the TCEQ should, at a minimum, award points for EV charging stations that do adhere to these requirements. The TCEQ should consult with TxDOT on other criteria to ensure that EV charging stations funded under AFFP are as consistent as practicable with statewide EV charging infrastructure plans under development in conjunction with the NEVI Formula Program.

³ [The National Electric Vehicle Infrastructure \(NEVI\) Formula Program Guidance \(dot.gov\)](#)

MINUTES**Regional Transportation Council
PUBLIC MEETING****Mobility 2045 Update & 2022 Transportation Conformity****Beginning of Ozone Season & Car Care Awareness****Electric Vehicle Charging Station Call for Projects****Fort Worth to Dallas Regional Trail Branding & Wayfinding Project****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, April 11, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Chris Klaus, Senior Program Manager, moderated the meeting, attended by 67 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Mobility 2045 Update & 2022 Transportation Conformity – **presented by Amy Johnson and Jenny Narvaez**
- Beginning of Ozone Season & Car Care Awareness – **presented by Nick Van Haasen and Anthony Moffa**
- Electric Vehicle Charging Station Call for Projects – **presented by Amy Hodges**
- Fort Worth to Dallas Regional Trail Branding & Wayfinding Project – **presented by Shawn Conrad**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.org/input.

Summary of Presentations***Mobility 2045 Update & 2022 Transportation Conformity presentation:***

<https://nctcog.org/getmedia/cce7f710-6826-4eb9-bbee-195ffba5fb98/Mobility-2045-Conformity.pdf.aspx>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation

funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is working on an update to Mobility 2045 and has finalized a draft plan and financial forecasts. Policy and program updates include the Health Accessibility Program, Travel Demand Management (TDM) strategies, advancing High-Speed Transportation recommendations, and the safe integration of mobile technologies throughout the Dallas-Fort Worth region.

The official comment period began on April 1, 2022 and ends on May 31, 2022. The RTC will take action on the Mobility 2045 - 2022 Update on June 9, 2022.

2022 Transportation Air Quality Conformity is required by federal legislation and demonstrates that projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). Conformity also ensures federal funding is applied to transportation projects that are consistent with air quality planning goals.

Beginning of Ozone Season & Car Care Awareness presentation:

<https://nctcog.org/getmedia/850910d7-4bae-47a8-ae9e-5b579750732f/Ozone-Car-Care.pdf.aspx>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard is July 20, 2027. The attainment deadline for the 2015 standard is August 3, 2024. Everyone in the region can help improve air quality by working from home, using mass transit, avoiding unnecessary trips, carpooling, etc.

The Car Care Awareness (CCA) campaign is one of many educational programs implemented by NCTCOG staff to help improve regional air quality. The campaign seeks to inform owners about vehicle maintenance and helps build stronger community relations.

NCTCOG began hosting car care clinics in April 2013. The clinics, which have a hands-on, educational approach, provide vehicle owners the chance to speak with qualified technicians about their check engine light and any other issue they might be experiencing with their vehicle.

Current efforts for the CCA campaign include the following:

- Partnering with regional nonprofit organizations and vehicle repair shops to provide focused outreach
- Providing digital toolkits and educational materials to local governments and organizations upon request

- Updating the campaign website with vehicle maintenance tips and online, educational materials

For more information on air quality and ozone alerts visit www.airnorthtexas.org. For more information on the NCTCOG Car Care Awareness campaign, visit www.ntxcare.org.

Electric Vehicle Charging Station Call for Projects presentation:

<https://nctcog.org/getmedia/9a7c9eed-589f-445e-a0a3-3edb9f8676aa/EV-CFP.pdf.aspx>

NCTCOG is currently accepting applications for grant funding for the installation of Level 2 and Direct Current Fast Charge (DCFC) electric vehicle charging stations. Up to \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available, and all public entities are eligible to apply. Stations must be publicly accessible, located on an applicant-owned property in the 10-county ozone nonattainment area, and meet Federal Highway Administration Buy America requirements. Round 1 applications are being accepted through April 22, 2022. If there are any remaining funds after Round 1, Round 2 applications will be taken through May 20, 2022. More information is available at dfwcleancities.org.

Fort Worth to Dallas Regional Trail Branding & Wayfinding Project presentation:

<https://nctcog.org/getmedia/97b17e1b-ca1d-4b2e-84ab-ad23e89bce7e/Regional-Trail.pdf.aspx>

The Regional Trail Branding and Wayfinding project will create unified branding and signage for the Fort Worth to Dallas Regional Trail, a 66-mile paved bicycle and pedestrian trail which runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for ongoing marketing and operations for the trail and provide recommendations for support infrastructure.

The project has the following goals:

- Create a unified branding and signage package that includes cobranding of local trails
- Provide infrastructure recommendations for holding major regional and national events
- Provide integrated regional 911 signage system and lighting recommendations
- Provide electronic message boards and real-time display trail counter recommendations
- Build consensus for on-going marketing and operations

A public feedback form is open to name the trail as well as provide more input on trail use, places, access, and more. For more information on the Fort Worth to Dallas Regional Trail Branding and Wayfinding Project and to sign up for updates, visit FortWorthtoDallasTrail.com.

COMMENTS RECEIVED DURING THE MEETING

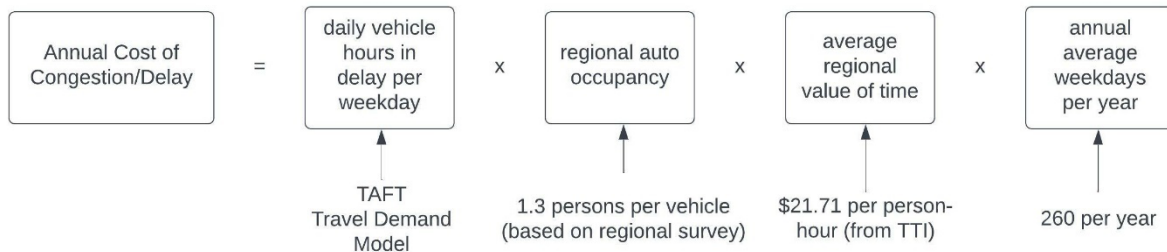
Mobility 2045 Update & 2022 Transportation Conformity

Andy Nguyen, Citizen

A. Calculation of congestion cost

Question: How is the annual congestion cost calculated? What factors do you take into consideration?

Summary of Response by Amy Johnson: The equation for the cost of congestion is the daily vehicle hours spent in delay per weekday multiplied by the regional auto occupancy (1.3 persons per vehicle), multiplied by the average regional value of time (\$21.71 per person-hours [weighted average of autos and trucks]), multiplied by the annual average weekdays (260 weekdays per year). The value of time for autos and trucks is based on the latest research by Texas A&M Transportation Institute (TTI).



B. Impact of congestion cost

Question: Does congestion cost impact the allocation and the funding for highway maintenance and expansion?

Summary of Response by Amy Johnson: They will be separate. The cost of congestion tells us how bad congestion is going to get. When it comes to maintenance, we have a few other inputs. We have our revenue sources that are dedicated to maintenance, which will funnel down regardless of congestion. Those are typically set by the Texas Department of Transportation (TxDOT). We also have additional programs for asset optimization. Those are added up with our TxDOT revenues to form our maintenance revenue and expenditure category, which is separate from the cost of congestion.

C. Traffic Safety

Question: Do you take traffic safety into consideration during planning efforts?

Summary of Response by Amy Johnson: Yes, absolutely. We have a safety section in the Mobility Plan, called operational efficiency. We also incorporate crash data and detailed information about certain programs designed to address safety issues and concerns.

Beginning of Ozone Season & Car Care Awareness

Andy Nguyen, Citizen

A. Meeting ozone standards

Comment: Is there a penalty for our region not meeting the ozone standard?

Summary of Response by Jenny Narvaez: When we don't meet a standard by the set deadline, our region is reclassified to the next highest standard. Since we did not meet the 2008 and 2015 standards on time, we are being reclassified to severe under the 2008 standard and to moderate under the 2015 standard. When this occurs we are given more time to meet the standards but might have more requirements or work that needs to be completed.

Electric Vehicle Charging Station Call for Projects

Kelvin Bass, Office of Congressman Royce West

A. Cost of EV Charging Stations

Comment: It is stated that up to \$1 million is available for vehicle charging stations. Is that per applicant or the total funding available for the region?

Summary of Response by Amy Hodges: It's the amount of funding available for the whole region.

Summary of Response by Chris Klaus: The Regional Transportation Council had allocated this funding some time ago, but there were some additional restrictions created by the Federal Highway Administration so the money was unable to be spent. Staff worked hard to figure out how to spend it and came up with the idea to utilize it for electric vehicle charging stations. There will also be more funding available through the federal government's Infrastructure, Investment and Jobs Act (IIJA). We're waiting for the guidelines and requirements to be released for that, but in the meantime, we'll go through the process of scoring projects submitted for this particular Call for Projects and announce the results in the near future.

Fort Worth to Dallas Regional Trail Branding & Wayfinding Project

Mark Solo, Pathfinders Fun Cycling

A. Connecting trails

Question: Does the completion of the Fort Worth to Dallas Regional Trail have anything to do with connecting the Campion South and Campion North Trails together?

Summary of Response by Shawn Conrad: The segment of the Fort Worth to Dallas Regional Trail that the Campion Trail connects to is complete, and the South Campion Trail is also complete. The North Campion Trail is a separate project independent of the regional trail. Phase 1 of the North Campion Trail which connects to the regional trail is anticipated to be complete by spring 2023.

COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL, SOCIAL MEDIA & MAIL

Website/Email

Mobility 2045 Update & 2022 Transportation Conformity

Melissa Brown, Citizen

I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure. Many of our streets need "road diets". Cooper St. is a prime example of this.

Summary of Response by Amy Johnson: Hello Melissa, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks

we will be working to incorporate feedback we've received as appropriate. Safety, including bicycle and pedestrian safety, is a bigger priority for this Mobility Plan Update, and voicing your support helps us to plan to make it better!

Mike Wyss, Mayor's Committee On Persons With Disabilities

Make sure ALL sidewalks and curb ramps go somewhere, not like some sidewalks that don't connect. Also if there's bus serve in the area, make sure bus stops AREN'T in grassy area and AREN'T on a SLANT. Make sure ALL materials are Accessible to ALL Disabilities, like wheelchairs, vision impairment, walkers, etc. Also make sure there's not any type of poles in the middle of sidewalks and curb ramps. Please keep in mind, fancy may look good but fancy doesn't work for EVERYBODY.

Summary of Response by Amy Johnson: Hello Mike, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for all users in the North Central Texas region.

Evan Rosner, Citizen

I am sorely disappointed at the lack of mass transit integration. Adding more roads and expanding our highways has been continuously shown to make congestion and our cities worse. Better integration and access to regional rail between Dallas and Fort Worth as well as lines to locations like Plano, Arlington, Frisco, etc. will reduce traffic and pollution across the metroplex while also increasing economic activity and raising property values along each location where mass transit is considered.

Summary of Response by Amy Johnson: Hello Evan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We want to improve the availability of options for people, and we're planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at www.nctcog.org/planinprogress. Funding travel options like transit has been a challenge in recent years, so voicing your support helps us to plan to make it better!

Joel McLelland, Citizen

When will the final connections be made to link Interstate 20 up fully to the Chisholm Trail Toll Road? East on I-20 to South on CT / North on CT to West I-20 / South on CT to East I-20 / West of I-20 to North CT.

Summary of Response by Amy Johnson: Hello Joel, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We've sent you an email with the details on the IH 20 recommendations and who you can contact at TxDOT for more information.

Summary of Response by Amy Johnson (Email): Thanks for reaching out in our Mobility Plan Public Comment Form with the question about IH 20/Chisolm Trail. We have the

full interchange in our year 2045 network of the Mobility Plan, meaning it is planned to be completed by the year 2045. If you would like further information or details, the contact for that project is Ricardo Gonzalez, Texas Department of Transportation Fort Worth, ricardo.gonzalez@txdot.gov.

Additionally, I wanted to let you know you may have received automatic emails as part of the public comment form. I apologize if you got one with the incorrect name. The public comment form is a new system for us and we we're glad you've taken the time to use it!

Thanks, and let us know if you have additional questions or comments.

Matthew Havener, Citizen

345 should be demolished or buried downtown. Add capacity around the suburban edge to accommodate through traffic.

Summary of Response by Amy Johnson: Hello Matthew, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for the North Central Texas region.

Michael Weiss, Citizen

All freeways need to be widened now to a minimum of 4 travel lanes with NO TOLL ROADS. Get the police back on the freeways to clear accidents sooner and enforce the speed limits. It is very dangerous driving through some of the construction zones with speeding motorists and poor traffic control.

Summary of Response by Amy Johnson: Hello Michael, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We want to improve transportation systems for North Texans, so we thank you for your thoughts. We also understand that traffic safety and enforcement has been a challenge in recent years, so voicing your support for safety helps us to plan to make it better!

Mail

Other

Phyllis Silver, Citizen

Please see attachment for comments submitted via postal mail.

Comments on April 2022 Public Input Opportunity

Due May 10, 2022

Phyllis Silver
April 25, 2022

Comment

Start of 2022 ozone season and Spring Car Care 2022
Car Care Awareness

+
Electric Vehicle Charging Station Call for Projects

I am pleased that NCTCOG continues in earnest to take
measures to clean up our air.

Comments
Fort Worth to Dallas Regional Trail Branding and
Wayfinding Project

slides #9
#10

I am in favor of the top selections:

- Vision - welcoming, friendly, timeless and modern
- dominant experience on the Path - Peace and quiet
and natural refuge.
- look & feel of the Regional Trail - natural

Concern about the trail.

One concern that I have about the trail is the possible
allowance of dogs. I know that dog owners can be very
attached to their dogs, however I feel that permitting them
can be hazardous. Dogs tend to want to wander, even when
on a leash, and bother other trail lovers. Also dogs can
want to be aggressive toward other dogs. In addition, you
would have the clean-up problem if you allow dogs. So, I
think dogs should be prohibited for the peaceful enjoyment of all.

Naming the Trail

Without a computer, I am not able to see the 2 trail names &
logo combinations - I would like to propose DFW Regional Trail
as a name.
(if it's not too late to
make this proposal)

TRANSPORTATION

PUBLIC MEETING

JUNE 13 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

2023-2025 Disadvantaged Business Enterprise Goals

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update DBE participation goals to encourage contracting opportunities for socially and economically disadvantaged individuals. A draft update of the DBE participation goals will be posted for review and comment.

Regional 10-Year Plan

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2023 to FY2032, including proposals to swap funding sources on several projects, will be presented for review and comment.

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

In 2021, work began on NCTCOG's regional planning exercise looking at future mobility development within the region—AV2.1: Planning for Local Partners. NCTCOG staff will present an update on the status of the project, including information about the early scenario development efforts, public outreach initiatives, and educational materials in development for interested school districts. More information: connectNTXfutures.org.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Modifications to the FY2022 and FY2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of the transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2022 and FY2023 UPWP will be posted online for review and comment.

For special accommodations due to a disability or for language interpretation, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or tctran@nctcog.org.

Attend in person, watch the presentations live at nctcog.org/input, or participate via phone by dialing 855-925-2801 then code 2682.



RESOURCES & INFORMATION

Mobility 2045 Update:

nctcog.org/Mobility2045Update

Regional Smoking Vehicle Program (RSVP):

smokingvehicle.net

Vehicle Incentives & Funding Opportunities:

nctcog.org/aqfunding

Innovative Transportation Technology Infrastructure Certification Program: nctcog.org/input

Fair Treatment & Meaningful Involvement:

nctcog.org/equitybrochure

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is 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 November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Sunday, March 20, through Tuesday, April 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to innovative vehicles, including zero-emissions and autonomous vehicles, were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were three bicycle and pedestrian comments, three roadway comments and six transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Aviation

Twitter –

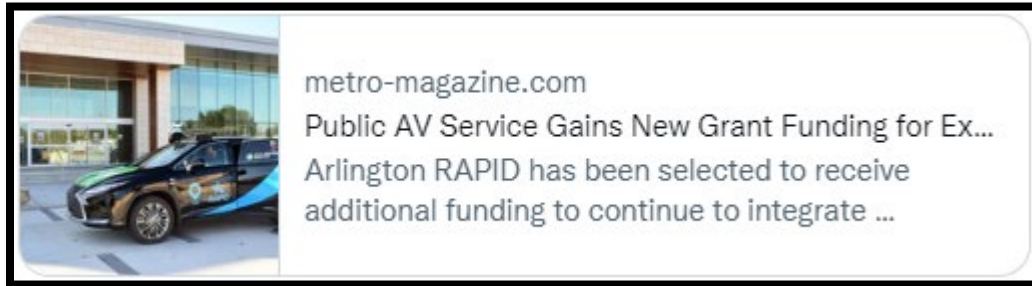
1. Michael Hill of #CumulusImaging talks about SB 763 and the Texas Urban Air Mobility Advisory Committee, the efforts by the @NCTCOGtrans to promote urban air mobility, and how Texas is positioning itself to be a leader in advance air mobility system <https://bit.ly/3CZLtwx> – Drone Radio Show (@DroneRadioShow)



Innovative Vehicles & Technology

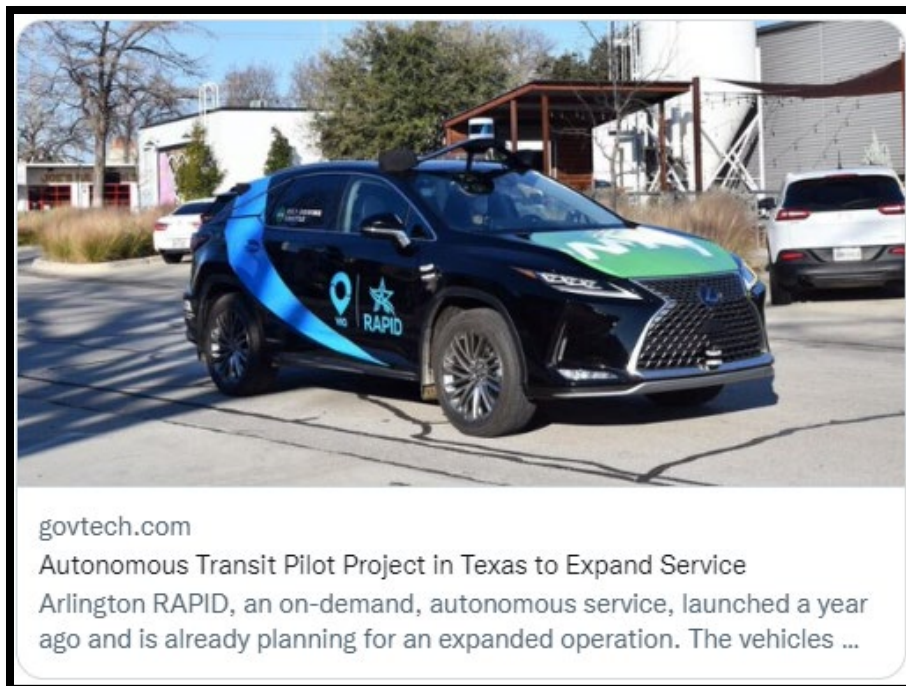
Twitter –

1. Three cheers to @CityOfArlington's #autonomous vehicle RAPID program and @FTA_DOT Integrated Mobility Innovation grantee for over 28,000 trips and securing an extension grant from @NCTCOGtrans 🎉 – Shared-Use Mobility (@SharedUseCntr)



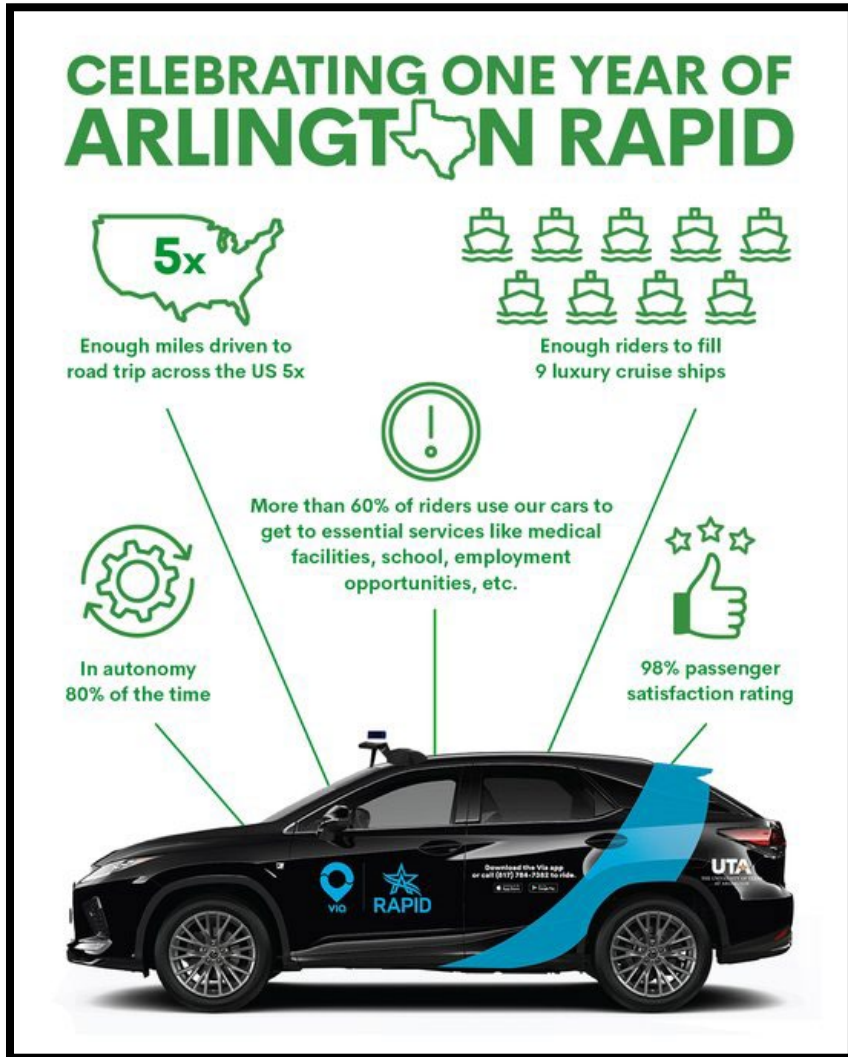
2. Thank you @govtechnews for highlighting the initial success and upcoming expansion of the Arlington RAPID program!

We are excited to continue partnering with @ridewithvia, @CityOfArlington, and @utarlington on this service with support from @NCTCOGTrans. – May Mobility (@May_Mobility)



3. 28,000+ rides given. 98% satisfaction rating. 99% on-time performance.

It is clear the Arlington community has embraced the RAPID program. After a successful one-year pilot, Arlington RAPID has been renewed through 2024. – May Mobility (@May_Mobility)



With additional grant support from @NCTCOGtrans, RAPID will continue to operate for two more years.

Our plans for the extension include adding vehicles with a higher seating capacity and moving further towards our goal of driver-out operations in the city. – May Mobility (@MayMobility)

4. Exciting new #autonomousvehicle projects in @NCTCOGTrans see the draft #mobility plan which will be considered June 9 2022 by the #Regional #Transportation Council – Susanna Gallun (@SLGALLUN)



keranews.org

DFW Airport, surrounding cities test drive autonomous vehicles

Officials at the Dallas Fort Worth International Airport want autonomous cars to drive and park themselves after the vehicle's own...

5. Huge statement made by @NCTCOGtrans in formally setting the standard that "technology is a transportation mode and should be defined as such" Projects for roads and rail must be integrated with tech considerations. Bravo! <https://bit.ly/3vkK9Rd> #smartmobility #smartregion – Dallas Innovation Alliance (@DallasSmartCity)



dallasinnovates.com

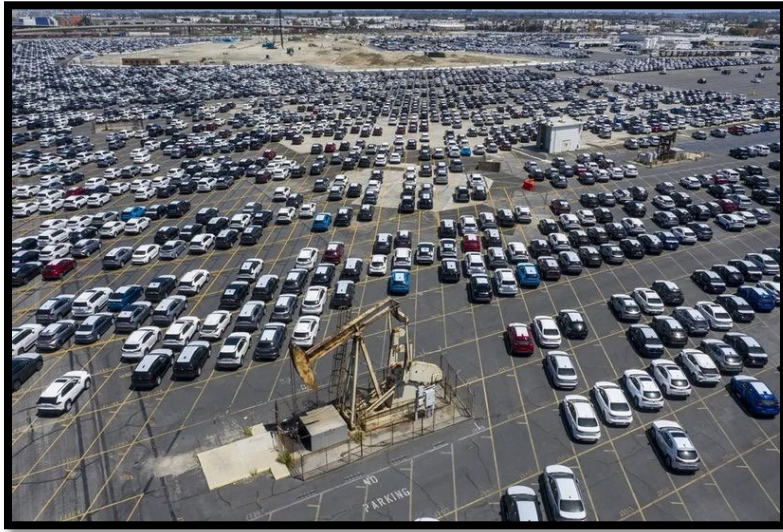
Smart City Boost: Agency Adds Broadband to its Transportation Solut...

Most anyone who has been commuting to work over the past two years has likely noticed a decrease in traffic. Brookings Institution noted tha...

Facebook –

1. "A major shift to electric vehicles and a clean power grid in the US could save tens of thousands of lives over the next few decades, according to a new report by the American Lung Association."

How switching to EVs would improve health in the US: <https://www.theverge.com/.../electric-vehicles-improve....> – NCTCOG Transportation Department



Like to see this lot all queuing at a charge station 🙄🙄😏😏 – Stephen James French

100% propaganda CRAP. – Phil Neil

Project Planning

Email –

1. John Helmer

Hi Stephen. Thanks for considering comments on the Hwy 380 Bypass plan. Mine exceeded the online form limit so here it is:

The Sam Rayburn Toll Road (SRT) was built in record time by the NTTA. Same with the President George Bush turnpike (PGBT) in North Dallas/Plano. Also, the LBJ Express project in North Dallas. These are great roads. I am in favor of tolling all public arterial roads. Consider that the Highway 380 congestion is not just localized to McKinney; Hwy 380 is difficult from Denton to Princeton and beyond. It is a 36 mile problem. Denton built loop 288 many years ago, which allows access both north and south to Hwy 35. We need a visionary plan to reduce the drive times throughout this area. Why not consider a limited access toll road on the original Hwy 380 ROW, either elevated or below grade. Operate it like all the other toll roads. I see a need for eventual rail down the centerline, serving Denton, McKinney, possibly over to Greenville and all points in between. The current plan to deviate north will require the purchase of very expensive right-of-way, and will be detrimental to Prosper and North McKinney. And the increased distance would be a deterrent to use, and not of much interest to drivers intending to go south on Hwy 75. The proposals I have seen are short-sighted knee-jerk reactions on the “just do anything” category of bad planning. Why not slow down and think big in creating solutions that will not be obsolete when the last concrete is poured? Consider asking the NTTA for their ideas.

Thanks for listening.

John Helmer

Hi Mike, Thanks for advocating for rail service extending to McKinney. I am forwarding my comments about the McKinney Hwy 380 bypass. I don't like their plan. I think it should be a toll road with eventual rail service. I know you have influence. Thanks.

Twitter –

1. North Texas transportation planners are in touch with Elon Musk's Boring Company to build underground tunnels around Dallas to help with our congested roadways NBC DFW reports – Dallas Texas TV (@DallasTexasTV)



.@NCTCOGtrans is determined to waste our money yet again. – TeePope 👉🔴🟢



2. Dallas is using taxpayer's money to build a people mover around a site that, and I am NOT making this up, is 500 meters wide and 1000 meters long. At a typical pace, that's a 5 and 10 minute walk respectively. Pathetic.

It's how we end up with the plot of Wall-E, y'all. – Dazzling Urbanite (@apressler3)



A people mover on a site this small is a pathetic waste of money and space. Based on the drawings, the streets are not car free and there is very limited sidewalk space. This is pathetic. – Dazzling Urbanite (@apressler3)

Public Meetings & Forums

Twitter –

1. Join the North TX Council of Government @NCTCOGtrans for a Transportation Public Meeting next MONDAY, APRIL 11 at 12PM. Input from residents impacts transportation & air quality policy for North Texas. Join in person or watch live! For more info, visit <https://buff.ly/3uGsL9I> – Dallas Innovation Alliance (@DallasSmartCity)



2. We want your input at an upcoming meeting for regional transportation initiatives, hosted by @NCTCOGtrans. Attend in-person or virtually on April 11. <https://bit.ly/3DKaTOM> – Mayor Mattie Parker (@MayorMattie)

3. There's still time to register for the Zero Emission Vehicle Workshop hosted by Dallas-Forth Worth Clean Cities Coalition and others on April 25.

Register by TOMORROW! It's FREE! <http://ow.ly/FcFQ50IKjwF>

#Dallas #FortWorth #GrandPrairie #heavyduty #trucks #trucking #ZEV – FuelCellPartnership (@CaFCP)



Roadway

Email –

1. **Kelsey Abel**

Good afternoon,

I am emailing in hopes that someone can provide an update for a project taking place on Old Weatherford Road from FM 3325, CSJ 0902-38-140. May I ask what is currently underway and what the schedule looks like moving forward?

I really appreciate your time!

Good afternoon, Kelsey

Thank you for contacting the North Central Texas Council of Governments Transportation Department.

Response by NCTCOG Transportation staff

Plans are to rebuild and realign Old Weatherford Road from FM 3325 to just past Purple Thistle Lane (part of the Walsh Ranch development). The rebuilt section will include a concrete two-lane curb and gutter section (one lane each way) with a 10' pedestrian trail on the north side. This will eventually be expanded to a four-lane median and divided thoroughfare at some point in the future as demand grows. The schedule for this construction is expected to start sometime this fall once design and city/county review processes are complete.

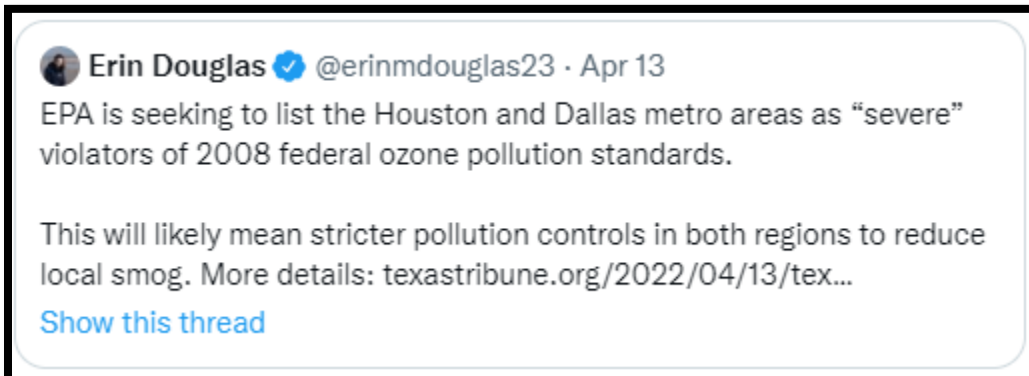
If you have further questions on this project, feel free to reach out to Brendon Wheeler directly at bwheeler@nctcog.org or 682-433-0478.

Twitter –

1. @TxDOTDallas and @NCTCOGtrans induced sprawl, coupled with lack of mass transit infrastructure, drives growth in motor vehicle injuries and deaths – Wylie H Dallas (@Wylie_H_Dallas)



2. Hey @TxDOT and @NCTCOGtrans Hopefully this means stopping all highway expansions and removing inner city highways in DFW. Otherwise, this is proof you're responsible for the deterioration of the health of our region. – Andrew Wallace (@agwallace92)



Transit

Twitter –

1. Want to know more about the issues & problems @CityOfDallas residents are facing along the @dartmedia Cotton Belt/Silver Line? Here's a short history as told by a compilation of local news media clips: <https://youtu.be/Y6L8RslBn2M> @NCTCOGtrans @TxDOTDallas @TxDOT @VisionZeroTexas – caraathome (@🏠) (@caraathome)

 youtube.com
PTAA District 12 Cotton Belt
This video is inspired by the neighbors caring for their community.

2. "City Manager asks Dart to make safety changes to plan" #CottonBelt @SilverLine @USDOTFRA @dartmedia @herzogcompanies @NCTCOGtrans @TxDOTDallas @TxDOT @KenKalthoffNBC5 @DallasCityMgr @DallasMayor @Johnson4Dallas – caraathome (@🏠) (@caraathome)



Other

Twitter –

1. Happy to see my friend, former colleague and transportation guru recognized today at @NCTCOGtrans Regional Transportation Council. Thank you @LeeforDallas for your service and contribution to our city/region! – Adam R. Bazaldua (@AdamBazaldua)

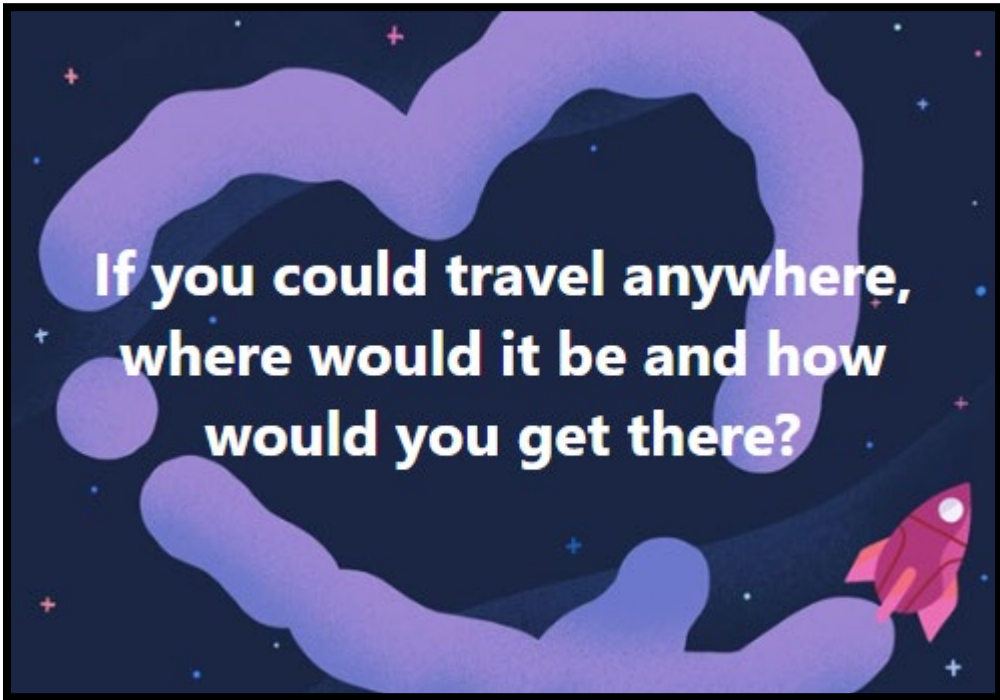


2. @LeeforDallas receiving recognition from @NCTCOGtrans RTC for his service.
@CityOfDallas – caraathome (@🏠) (@caraathome)



Facebook –

1.



Anywhere the bus doesn't go, using any private transportation I like so I get there and go on MY terms. – Phil Neil

Boat – Robert Moore

Robert Moore, ah, so a cruise? Love the water! – NCTCOG Transportation Department



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

May 2022

INSIDE

You can get active during Bike Month

May is Bike Month, an opportunity to discover (or rediscover) the joy of two-wheel transportation. Whether you want to explore the region's off-street trails, participate in an event with friends or colleagues, or even ride your bike to work, there are many ways to celebrate.

Bike to Work Week begins May 16 and is punctuated by Bike to Work Day on May 20. For more, see page 2.

N. Texans can help name and brand regional trail

Imagine being able to walk, run or bike across the region, along some of the most well-established trails in North Texas – and experience the region's natural beauty along the way.

Paths will link to form a seamless walking and biking corridor between Fort Worth and Dallas when the entire regional facility of more than 60 miles is complete. The North Central Texas Council of Governments is seeking residents' help naming and branding the regional trail, which is expected to be completed in 2024.

North Texans are encouraged to participate in the agency's virtual public feedback forum at www.fortworthtodallastrail.com, open until late May. Participants will be asked to choose between two trail name and logo options, which were developed with the help of a virtual open house held last year. Participants are also asked to provide input on their favorite destinations along the trail.

Over 50 miles of the trail are now open, spanning Fort Worth, Arlington, Grand Prairie, Irving and Dallas. The finished trail is envisioned as a regional, state and national attraction for recreation, tourism, culture and events.

Trail users can witness the region's topographical diversity and growing interconnectedness along the corridor as they walk or bike for leisure, compete in a sport or spend a day discovering nature with the family.

By the fall, this effort is expected to be complete, resulting in new branding materials, a wayfinding signage package and other recommendations. This trail will bring health benefits, traffic reduction and recreational opportunities to an ever-growing North Texas.

Visit www.nctcog.org/FWtoDalTrail for more information.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

Bike Month presents residents a good opportunity to get active

May is Bike Month, an opportunity to discover (or rediscover) the joy of two-wheel transportation.

Whether you want to explore the region's off-street trails, participate in an event with friends or colleagues or even ride your bike to work, there are many ways to celebrate. Bike to Work Week begins May 16 and is punctuated by Bike to Work Day on May 20.

NCTCOG encourages you to consider commuting by bike or other sustainable transportation modes in support of this League of American Bicyclists-sponsored event.

Even if you are a little far from the office, you may still be able to make your bicycle part of your commute. If you live and work near a transit stop, think about combining a bike ride with public transportation. The region's public transportation providers allow bikes on their buses and trains. The entire month offers opportunities to get active, including the [Bike Month Challenge](#). Bike DFW and TryParkingIt.com are partnering to challenge people to ride their bikes to places they would typically drive — to work, school, lunch or to run errands. Top finishers will be rewarded with bike swag. For a complete list of how to participate in Bike Month activities, visit www.nctcog.org/biketowork.



Getty Images

May is Bike Month, a great time to use active transportation to get to work or run errands.

RTC approves \$8 million for trail connections to Fair Park

The Regional Transportation Council approved \$8 million of federal transportation funds in April for the engineering design and construction of a trail around the perimeter of Fair Park in Dallas. This investment of transportation funding will support the partnership of the City of Dallas, Fair Park First and Dallas County, which will lead the design and construction of a companion trail along the northern side of Fair Park.

The northern trail alignment will extend the Santa Fe Trail directly east to neighborhoods on the east side of Fair Park. Dallas County will provide \$1.069 million; the City of Dallas will contribute \$500,000; and Fair Park First will add \$1.1 million toward the northern alignment of the trail. The combined funding investment for both trail alignments around the perimeter of Fair Park is \$10.7 million.

The transportation funding approved by the RTC will complete the remainder of the trail loop alignment around the west, south and east sides of Fair Park within public street rights-of-way of Parry Avenue, Highway 352/Robert B. Cullum Boulevard and South Fitzhugh Avenue.

This "southern" trail alignment will improve bicycle access to the DART Fair Park Station and crossings of the Green Line light rail tracks. The trail will also provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, improve circulation for large events such as the Texas State Fair, and connect with the surrounding south Dallas neighborhoods. Engineering design for the "southern" alignment of the trail project will be led by the City of Dallas Park and Recreation Department and is anticipated to begin by next year. Construction of the trail is expected to begin in 2025.

TRANSIT

Trinity Metro chooses new President & CEO

Richard W. Andreski was recently named the new president and CEO of Trinity Metro. Andreski will begin his role June 20, after being selected by the Trinity Metro Board of Directors.

Andreski comes from the Northeast, where he has worked in public transportation for 23 years, including 10 years in executive leadership. He has served as the Bureau Chief of Public Transportation for the Connecticut Department of Transportation since 2015.

At the Connecticut DOT, he has overseen the state's public transportation. He had an operating budget of \$850 million and a team of 110 planners, engineers, rail and transit professionals.

The Connecticut DOT includes 22 transit providers and serves 80 million people annually.

Before being hired at the Connecticut DOT, Andreski worked at New Jersey Transit, where he began as a bus planner in 1999.

After graduating with a bachelor's degree in biology from Lafayette College in Easton, Pennsylvania, Andreski earned a master's degree in city & regional planning from Rutgers University.

Andreski replaces interim president and CEO Paul J Ballard, who assumed the role in November 2021, following the retirement of Bob Baulsir.

REGIONALNews

Avondale Haslet grade separation OK'd by RTC

The RTC has approved a partnership that will fund a grade separation at Avondale Haslet Road and the BNSF Railway line in Haslet.

The RTC agreed in April to program \$14.5 million in federal Surface Transportation Block Grant funds, and BNSF will contribute \$1.5 million, or 10% of the cost. This grade separation is the latest in a series of improvements to this critical east-west corridor that will enhance transportation through a fast-growing area. It is also expected to boost safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade.

The RTC, City of Haslet, Texas Department of Transportation and Tarrant County have partnered to implement the Alliance, Texas/Haslet Accessibility Improvement Project in Haslet. This \$60 million funding partnership includes a federal Better Utilizing Investments to Leverage Development (BUILD) Grant of \$20 million that was awarded in 2018.

Comment on Mobility 2045 Update through May 31

NCTCOG is seeking public comments on the update to Mobility 2045, the region's Metropolitan Transportation Plan, until May 31. The official public comment and review period began April 1, giving residents another opportunity to provide feedback on the long-range transportation plan before it is considered by the RTC next month.

Planners have used various methods to gather the opinions and experiences of those living in the region to shape the Mobility 2045 Update. These methods include public meetings and the implementation of the transportation department's online public engagement tool, Map Your Experience. This tool gathers input on where North Texans are experiencing transportation issues, regardless of mode.

Mobility 2045 guides the spending of federal and state transportation funds based on regional goals. The plan makes recommendations for travel modes through policies, programs and projects designed to improve regional mobility and increase efficiency, safety and system capacity. Long-range transportation plans such as Mobility 2045 are federally required to be updated at least every four years. Keep up with the progression of the plan at www.nctcog.org/PlaninProgress.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$14.5 million

The amount of money the RTC programmed for a grade separation at Avondale Haslet Road.

PUBLIC *Involvement*

NCTCOG to share planning updates May 9

NCTCOG will host a hybrid public meeting in May to provide an update on the region's long-range transportation plan, funding recommendations and plans for emerging transportation technologies, among other planning initiatives.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon on Monday, May 9. Residents may attend the meeting in person, watch it live online at www.nctcog.org/video or participate via phone by dialing 855-925-2801 then code 6341.

NCTCOG is responsible for the development and maintenance of the Metropolitan Transportation Plan, which identifies how the region will manage and operate the transportation system. Staff has also performed air quality analyses for the Mobility 2045 Update, and will provide additional information on these efforts.

Staff will also give an update on funding recommendations from the first round of applications for NCTCOG's Electric Vehicle Charging Station Call for Projects. Made possible by the Bipartisan Infrastructure Law, all public entities are eligible to apply for grant funding intended for the purchase and installation of publicly accessible stations around the region.

With the passage of each new transportation funding bill, the funding distributions between the eastern and western sides of the region are re-evaluated. Staff will share an overview of the process for establishing the funding split and the proposed new percentages for both mobility and air quality funds.

Additionally, funding for parking garages near transit stations and proposed projects will be presented for review and comment by staff. In 2021, work began on NCTCOG's regional planning exercise to prepare for new transportation technologies in the region — AV2.1: Planning for Local Partners. NCTCOG staff will present an update on the status of the project. The department's interactive map tool, Map Your Experience; the statewide EV infrastructure plan; fair treatment and meaningful involvement efforts; and administrative revisions for Mobility 2045 will also be highlighted. A recording of the presentations will be posted at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation. Imagery provided by Getty Images, Trinity Metro and NCTCOG.

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

*** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

A SIGN TO SLOW DOWN

DALLAS DISTRICT – Neon signs and shirts as bright as the sun are hard to miss, but why aren't drivers heeding the warnings?

Through an ambitious social media and community outreach plan last month, Dallas District public information officers highlighted close calls of incidents in work zones across our seven-county area.

It was all to help bring awareness to Work Zone Safety Awareness Week, which came at the perfect time – in conjunction with Distracted Driving Awareness Month.

Over the past five years, there have been nearly 30,000 work zone crashes in our district, resulting in more than 13,000 injuries and 167 fatalities.

The number one cause of work zone crashes: distracted driving.

“

Any given day, there are thousands of highway crews working along Dallas metro highways to make critical operational and safety improvements, and they all depend on drivers to follow signs and be in control.

— Mo Bur
Dallas District Engineer

”



Photo credit: TxDOT

Texas Department of Transportation Dallas District Engineer Mo Bur briefs the media about work zone safety Monday, April 11 in Irving. He is joined by (left to right) AAA Texas Spokesperson Daniel Armbruster, TxDOT Dallas District Director of Construction Brenan Honey and Texas Department of Public Safety Sgt. Sara Warren.

To help drive home the importance of slowing down and staying alert in our active work zones, the district held a media event inside the center of one of our most active projects, the Irving Interchange.

As thousands of hurried drivers passed by on overhead ramps under construction in the background, District Engineer Mo Bur addressed the alarming reality that work zone

crashes are rising.

“Any given day, there are thousands of highway crews working along Dallas metro highways to make critical operational and safety improvements, and they all depend on drivers to follow signs and be in control,” Bur said. “We hope this awareness week

• **More on the BACK PAGE** •

reminds drivers to not be complacent when they see a work zone and do their part for a safe drive from the first orange sign to the last.”

“Looking down for five seconds going 55 miles an hour, you’ve already covered the length of a football field, essentially driving blindfolded.”
 — Daniel Armbruster
 AAA Texas spokesperson



Photo credit: TxDOT

TxDOT crews were joined inside the \$301 million Irving Interchange work zone April 11 by AAA Texas and the Texas Department of Public Safety, to remind drivers of their role in keeping work zones safe.

Alongside Bur and other TxDOT representatives was Texas Department of Public Safety Sgt. Sara Warren and AAA Texas spokesperson Daniel Armbruster, who both stressed the consequences of not following work zone safety laws, and simple tips to follow to get through a work zone safely.

“Looking down for five seconds going 55 miles an hour, you’ve already covered the length of a football field, essentially driving blindfolded,” Armbruster said.

“Distracted driving consists of three types of distraction: Physical, visual and mental,” Sgt. Warren said. “A cell phone involves all three types of distractions. From texting, to reading text messages, to talking on a cell phone, whether using a hands-free device, or not.”

The lives of our community, TxDOT crews, industry partners and motorists matter too much to put anyone at risk. Heads up, phones down, and #DontDriveIntoxicated.

SOURCE: Texas Department of Transportation

WORK ZONE DRIVING TIPS

SLOW DOWN	PAY ATTENTION	WATCH OUT FOR ROAD CREWS	DON'T TAILGATE	ALLOW EXTRA TIME
				
Follow the posted work zone speed limit and drive to conditions.	Avoid distractions, keep your mind on the road and put your phone away.	The only protective gear they wear is a vest, a hardhat and safety boots. Remember, they want to get home safe, too.	Give yourself room to stop in a hurry if you need to. Rear-end collisions are the most common kind of work zone crashes.	Road construction can slow things down. Count on it, and plan for it.

SOURCE: Texas Department of Transportation

TxDOT graphics

MOVE OVER/SLOW DOWN LAW

State law requires drivers to move over a lane or reduce their speed to 20 mph below the posted speed limit when approaching a TxDOT vehicle, emergency vehicle, law enforcement, tow truck or utility vehicle stopped

with flashing lights activated on the roadside.

Traffic fines double in work zones when workers are present and can cost up to \$2,000. Failure to heed the Move Over/Slow Down law also can result in a fine up to \$2,000.

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/report-issue/SubPage/roadNeedsRepair.html> or call 800-452-9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

APRIL 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR	
1, etc.	0918-47-248	Malcolm X Blvd.	At Elsie Faye Heggins St.	Improve traffic signals	\$1.63	\$1.82	12.16%	\$1.93	Durable Specialities, Inc.	
2, etc.	0816-03-020	FM 455	At Pecan Creek	Replace bridge & approaches	\$3.58	\$4.24	18.50%	\$3.86	New World Contracting, LLC	
*Unmapped.					EST. APRIL 2022 TOTALS	\$5.21	\$6.07	16.52%	\$5.80	
¹ District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$708,268,750.					DISTRICT FY ACCUMULATIVE LETTINGS	\$940.59	\$948.24			
² District Volume Cap subject to change pending final FIN Division Approval.					² DALLAS DISTRICT FY LETTING VOLUME CAP	\$1,388,769,377¹				

³Estimated Total Project Costs includes estimated PE, ROW, E, Indirect Costs and Potential Change Order Costs at the time of bid.

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034.

MAY 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-06-105	I-45	Chambers Creek to Ellis County line	Pvmt repair, mill & overlay, seal coat & pvmt markings	\$9.55
2	0047-06-166	US 75	Collin County line to SH 121	Install guide signs	\$1.94
2b	0047-07-239	US 75	I-635 to Collin County line	Install guide signs	
2c	0094-03-123	SS 482	I-35E to SL 12	Install guide signs	
2d	0095-03-097	US 80	FM 460 to east of FM 548	Install guide signs	
2e	0095-04-072	US 80	East of FM 548 to SP 557	Install guide signs	
2f	0196-03-281	I-35E	SH 183 to I-635	Install guide signs	
2g	0353-05-126	SL 12	East of Stemmons Trail to Denton Dr.	Install guide signs	
2h	0697-04-019	FM 90	SH 198 to FM 1836	Install advanced warning signals (curve-existing warning signs)	
2i	1089-02-018	FM 429	US 80 to Hunt County line	Install advanced warning signals (curve-existing warning signs)	
2j	1092-01-024	FM 741	US 175 to FM 548	Install advanced warning signals (curve-existing warning signs)	
3	0197-02-133	US 175	I-635 to Kaufman County line	Installation of CCTV, DMS & vehicle detection units	\$2.60
3b	0197-03-080	US 175	Dallas County line to east of FM 1390	Installation of CCTV, DMS & vehicle detection units	
3c	0197-04-083	US 175	East of FM 1390 to SH 34	Installation of CCTV, DMS & vehicle detection units	
4	0619-03-061	FM 544	At FM 1378 (Country Club Rd.)	Construct intersection improv., including left/right turn lanes	\$3.17
5	0918-46-299	Seaborn Rd.	On Seaborn Rd. at Hog Branch	Replace bridge & approaches	\$2.90
5b	0918-46-307	Cowling Rd.	Cowling Rd. at Clear Creek	Replace bridge & approaches	
ESTIMATED TOTAL					\$20.16 M

COMPLETED CONSTRUCTION PROJECTS (FROM APRIL 1-30, 2022)

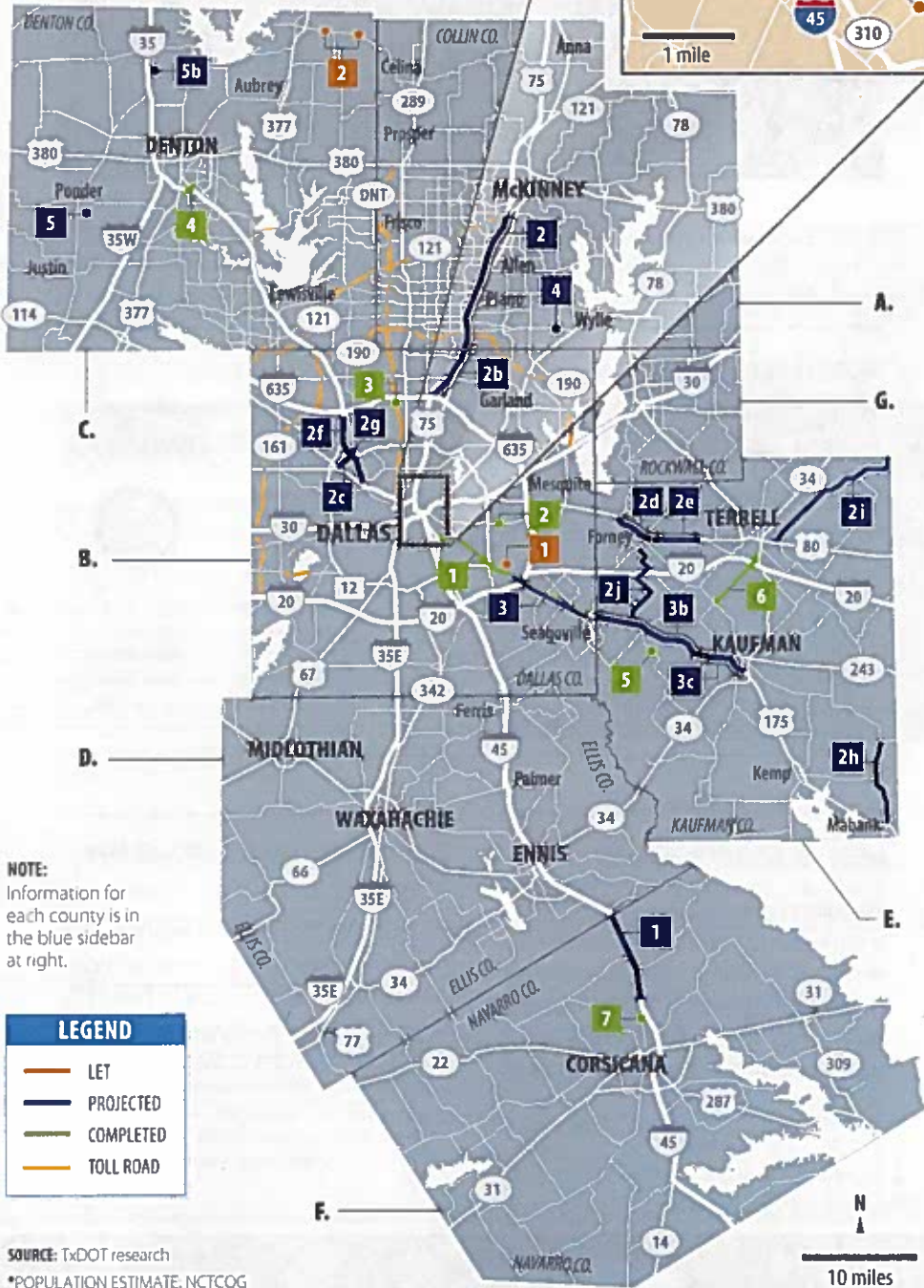
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0197-02-132	US 175	SH 310 to Malloy Bridge Rd	Install glare screens	\$2.15	4/11/2022
2	0430-01-060	SH 352	At N Praire Creek Rd in the City of Dallas	Improve traffic signals	\$2.20	4/11/2022
3	0918-47-179	CS	DNT-Inwood at Harvest Hill Rd in the City of Dallas	Improve traffic signals	\$1.48	4/11/2022
4	0195-03-092	I-35E	At FM 2181 (Teasley Ln) in the City of Denton	Improve traffic signals	\$1.11	4/11/2022
5	0751-02-025	FM 148	At Buffalo Creek	Replace bridge and approaches	\$2.72	4/26/2022
6	2555-01-012	FM 2578	FM 987 to SH 34	Reconstruct existing pvmt/add shoulders	\$7.17	4/22/2022
7	0092-13-024	BI 45-F	Southbound at Draw Creek	Replace bridge and approaches	\$7.48	4/14/2022
ESTIMATED TOTAL					\$24.31 M	

SOURCE: Texas Department of Transportation

Credit: TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **April 2022**, are projected to let in **May 2022**, or have recently been **completed**.



NOTE:
Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810
*POPULATION ESTIMATE | 5,090,611
LANE MILES | 11,087,892

A. COLLIN COUNTY

VEHICLE REGISTRATION: 865,014
*POPULATION ESTIMATE: 1,047,901
LANE MILES: 1,556,034

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680
*POPULATION ESTIMATE: 2,647,627
LANE MILES: 3,438,432

C. DENTON COUNTY

VEHICLE REGISTRATION: 737,322
*POPULATION ESTIMATE: 904,005
LANE MILES: 1,730,268

D. ELLIS COUNTY

VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 191,469
LANE MILES: 1,547,372

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 140,667
LANE MILES: 1,215,381

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281
*POPULATION ESTIMATE: 52,973
LANE MILES: 1,252,730

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840
*POPULATION ESTIMATE: 105,969
LANE MILES: 347,675