

AGENDA

**Regional Transportation Council
Thursday, June 9, 2022
North Central Texas Council of Governments**

11:30 am Bylaws Revision Subcommittee (Metroplex Conference Room)

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

1. Opportunity for Public Comment on Today's Agenda

Information Minutes: 10

Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.

Background: N/A

1:00 – 1:05 2. Approval of May 12, 2022, Minutes

Action Possible Action Information Minutes: 5

Presenter: Theresa Daniel, RTC Chair

Item Summary: Approval of the May 12, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

1:05 – 1:10 3. Consent Agenda

Action Possible Action Information Minutes : 5

3.1. 2023-2026 Transportation Improvement Program Document and Final Statewide TIP (STIP) Listings

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the 2023-2026 Transportation Improvement Program (TIP) document and the final Statewide Transportation Improvement Program (STIP) listings, including changes proposed on a small subset of projects since approval of the double-entry report was received. The request includes the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with any changes identified in the new TIP document.

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 (TxDOT), 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 3.1.1](#) contains an overview of the TIP development process and schedule. The 2023-2026 TIP document and final STIP listings are available at the following link: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. The resolution contained in [Electronic Item 3.1.2](#) affirms the RTC's approval of the 2023-2026 TIP listings and will be used to transmit the document to TxDOT. [Electronic Item 3.1.3](#) contains a series of changes proposed on projects since the approval of the double-entry report at the May RTC 2022 meeting.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **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 Regional Transportation Council 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 nonroad 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 3.2.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

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

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council approved [Electronic Item 3.3](#) on transit partnerships that permits a path forward for the East Lancaster corridor to be submitted for federal Discretionary funds.

Background: [Electronic Item 3.3](#) 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 endorsement.

1:10 – 1:20

4. **Orientation to Agenda/Director of Transportation Report**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

1. Certification of the Regional Transportation Council in 2021 (FHWA/FTA): Presentation in July
2. RTC Bylaws Revisions Subcommittee (Meeting prior to June 9, 2022)
3. Haslet/Intermodal Parkway “L” \$2.5 Change Order to Advance Completion to March 2023
4. TRB Report 26555/Metropolitan Planning Organizations Strategies for Future Success
5. IH 635/IH35 Wishbone Connector Revenue Share ([Electronic Item 4.1](#), [Electronic Item 4.2](#), [Electronic Item 4.3](#))
6. 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
7. 2022 WTS Innovative Transportation Solutions Award Winner: DFW High-Speed Transportation Connections Study ([Electronic Item 4.4](#))
8. Progress North Texas (Handout)
9. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
10. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)
11. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.5](#))
12. 2022 Ozone Season Update ([Electronic Item 4.6](#))
13. May Public Meeting Minutes ([Electronic Item 4.7](#))
14. June Public Meeting Notice ([Electronic Item 4.8](#))
15. Public Comments Report ([Electronic Item 4.9](#))
16. Recent Correspondence ([Electronic Item 4.10](#))

- 17. Recent News Articles ([Electronic Item 4.11](#))
- 18. Recent Press Releases ([Electronic Item 4.12](#))
- 19. Upcoming Regional Sidewalk Inventory

1:20 – 1:40

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

Action Possible Action Information Minutes: 20

Presenters: Brendon Wheeler and Chris Klaus, NCTCOG

Item Summary: A resolution by the Regional Transportation Council adopting Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and approving 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 policy, program, and project recommendations are identified graphically and in tabular format at www.nctcog.org/PlanInProgress. The draft resolution is included as [Electronic Item 5.1](#). Draft project listings and a comprehensive list of public comments received is available as [Electronic Items 5.2](#) and [5.3](#), respectively. Additional details are provided in [Electronic Item 5.4](#).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2018 with the adoption of Mobility 2045. Staff have continued comprehensive and coordinated MTP development with a variety of efforts, refining policy, program, and project recommendations for the 2022 Update. Financial constraint requirements and all federal nondiscrimination requirements are met by the recommendations in this 2022 Update to Mobility 2045. 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).

Performance Measure(s) Addressed: Air Quality, Roadway, Transit

1:40 – 1:45

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

Action Possible Action Information Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request 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. 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 6](#) 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

1:45 – 1:55

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

Action Possible Action Information Minutes: 10

Presenters: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Electric Vehicle Charging Station 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 7.1](#) provides an overview of the call for

projects and staff recommendations. [Electronic Item 7.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

8. **Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on the Federal Highway Administration's (FHWA) Alternative Fuel Corridor program, new funding allocated through the Bipartisan Infrastructure Law (BIL), and potential opportunities for the NCTCOG region.

Background: Alternative Fuel Corridors are designated by FHWA and are part of a national network of roadways that provide sufficient alternative fuel and charging facilities. Through the BIL, two new funding programs totaling \$7.5 billion for electric vehicle or alternative fuel infrastructure were established and funding eligibility is now associated with corridor designation. Programs include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Grants for Charging and Fueling Infrastructure for Corridors and Communities. The Texas Department of Transportation is currently drafting a plan for use of funds from the NEVI Formula Program and is seeking public input. NCTCOG has several initiatives underway to help capitalize on these opportunities. [Electronic Item 8](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:10

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

Action Possible Action Information Minutes: 5

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Council on 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 RTC 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. [Electronic Item 9](#) provides background information discussed during last month's STTC meeting.

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

10. **Environmental Score Card**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, 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 & Operations, Regional Air Quality, and Safety Funding Program. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

11. **Election of Regional Transportation Council Officers**

Action Possible Action Information Minutes: 10

Presenter: Ron Jensen, Nominating Subcommittee Chair

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair should move up to the office of Chair and nominate a new Vice Chair and Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis but will be

aggregated over longer periods of time. The new officers will begin their terms at the conclusion of the June meeting.

Performance Measure(s) Addressed: Administrative

12. **Progress Reports**

Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))
- Local Motion ([Electronic Item 12.3](#))

13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on July 14, 2022.***

MINUTES

REGIONAL TRANSPORTATION COUNCIL May 12, 2022

The Regional Transportation Council (RTC) met on May 12, 2022, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán Jr., Devan Allen (representing B. Glen Whitley), Richard E. Aubin, Dennis Bailey, Mohamed “Mo” Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Kevin Falconer, Gary Fickes, Raul H. Gonzalez, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl Johnson, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelsohn, Cary Moon, Omar Narvaez, Matthew Porter, Philip J. Ritter, Jim R. Ross, Jeremy Tompkins, William Tsao, Scott Turnage (T. Oscar Trevino Jr.), Duncan Webb, and Michele Wong Krause.

Others present at the meeting included: Soria Adibi, Vickie Alexander, Emily Beckham, Alberta Blair, Tom Bamonte, David Boski, Stefanie Buin, Laura Cadena, Angie Carson, Curt Cassidy, Clarence Daugherty, Yvonne Davis, Chad Edwards, Carmen Garcia, Christie Gotti, Eric Greenman, Bill Hale, Tony Hartzel, Chris Hocate, Amy Hodges, Joel James, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Stephon Knobbe, Dan Lamers, Eron Linn, Dan McClendon, Alberta Molina, Erin Moore, Jenny Narvaez, Jeff Neal, Mark Nelson, Cody Owen, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla Jr., Shannon Rust, Walter Shumac, Toni Stehling, An Truong, Caroline Waggoner, Brendon Wheeler, Jeff Williams, Brian Wilson, Casey Wright, Susan Young, and Ann Zadeh.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the April 14, 2022, Minutes:** The minutes of the April 14, 2022, meeting were approved as submitted in Electronic Item 2. Cary Moon (M); Jim Ross (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris thanked everyone for being there on a very important day and recognized former Fort Worth Councilmember, Ann Zadeh; former City of Arlington Mayor, Jeff Williams; and Chief Engineer with the Texas Department of Transportation, Bill Hale; for their years of service on the Regional Transportation Council. Mr. Hale also received a Certification of Appreciation from Dallas County from RTC Chair and Dallas County Commissioner Daniel. In addition, two special guests were present, Texas House of Representative Yvonne Davis, who presented a resolution from the State of Texas to Mr. Hale and Victor Vandergriff, former Commissioner with the Texas Transportation Commission. Michael highlighted items on the Director of Transportation Report. Michael Morris noted he is on the task force for Texas Transportation Commission Safety Program. The deadline for notifying North Central Texas Council of Governments (NCTCOG) staff of primary and alternate appointments to group member seats is June 30, 2022. Chair Daniel announced members of the Nominating Subcommittee and Bylaws Revisions Subcommittee. The Bylaws Revision Subcommittee

members are Chair Andy Eads, Vice-Chair Rick Grady, Gyna Bivens, Dianne Costa, George Fuller, Mike Leyman, Adam McGough, Phillip Ritter, Oscar Trevino, and B. Glen Whitley. The Nominating Subcommittee members are Chair Ron Jensen, Vice-Chair Rich Aubin, Gary Fickes, Lane Grayson, Alison Maguire, William Meadows, Omar Narvaez, and Jim R. Ross. Michael presented Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID recovery that will be brought to Regional Transportation Council quarterly and mentioned the COVID numbers are increasing again. He also presented a slide (Electronic Item 4.2) from the RTC Executive Session in May 2022 that highlighted the NCTCOG and Department of Defense Joint Land-use Implementation Grant which places an emphasis on reducing encroachment and improving compatible land use, by addressing safety, and noise abatement strategies included an initiation of a Strategic Parcel Acquisition and Re-use Program. Michael noted that there had been a successful acquisition of property. The property is on the southern runway of the Naval Air Station with Lockheed Martin to the west. Michael also mentioned his testimony to Texas House Transportation Committee and noted the appointment of NCTCOG staff member Lori Clark to the Environmental Protection Agency Mobile Source Technical Review Committee. The remaining items were not presented.

- 5a. **Approval of Western Subregion Transit Partnership:** Michael Morris presented a transit partnership that permits a path forward for the East Lancaster corridor to be submitted for INFRA and MEGA funding in Electronic Item 5b. This is a major Regional Transportation Council and Trinity Metro partnership to advance these projects. He highlighted the cost revenue matrix and presented the funding allocation for each project. In regard to the extension of passenger rail into the Fort Worth hospital district, the project includes \$20 million in existing RTC funds, \$51 million in additional RTC funds, \$38 million in Federal Transit Administration funds, \$38 million from Trinity Metro, \$7 million committed by the City of Fort Worth, land being donated by a hospital provider, and 21.10 in Transportation Development Credits (TDCs) for \$167 million in total funding. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council (RTC) funds so that frees up \$11.36 million in RTC funds to include in the transit partnership. Funding for the East Lancaster Corridor project, an application that will be submitted as part of the projects in Item 5b, currently has \$40 million in RTC funding, is scheduled to receive \$30 million from the Texas Department of Transportation (TxDOT), \$10 million from the City of Fort Worth bond program, \$2 million from the private sector, and \$100 million from INFRA for total funding of \$182 million. Trinity Lakes Station is the new Fort Worth East Station where SH 820 and the Trinity Railway Express cross. The RTC previously funded approximately \$7 million in CMAQ and STBG funds for the project and is adding another \$20 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, freeing up \$6 million from Trinity Metro, and utilizing 5.35 TDCs for total funding of \$26.74 million. A minor adjustment to the IH 35W Guaranteed Transit Program, currently with \$14 million in existing RTC funds, will add \$2 million in CMAQ funds, remove \$3.50 in funding from Trinity Metro and include 3.20 TDCs for total funding of \$16.01 million.

A motion was made to approve the Western Subregion Transit Partnership as shown in Electronic Item 5a. Clay Lewis Jenkins (M); Richard Aubin (S). The motion passed unanimously.

- 5b. **Fiscal Year 2022 Multimodal Project Discretionary Grant Multimodal Projects Discretionary Grant Program:** Jeff Neal presented projects to be submitted for funding consideration through the Fiscal Year 2022 Multimodal Project Discretionary Grant (MPDG) Program. This agenda item is tied together with 5a and allows the RTC the opportunity to

apply for three different grant opportunities and obtain funding for multiple programs with a single application. This \$2.85 billion program solicits project applications for three 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). 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. Applications were due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in Electronic Item 5b): The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL. The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance. The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY2022 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. Jeff announced that this is another new competitive grant for agencies in the region submitting projects and noted that the www.grants.gov registration process must be completed, usually requiring two-four weeks for completion, prior to submitting applications. Agency requests to receive a letter of support from the RTC were to be submitted to Kyle Roy by Thursday, May 12, 2022. FY2022 MPDG grant application submittal deadline was May 23, 2022. For the east subregion, NCTCOG staff proposed to submit the South Dallas County Inland Port Multimodal Connectivity Project as a consolidated application under both the INFRA and RURAL Grant programs. Additionally, NCTCOG will partner 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 the INFRA and MEGA Grant programs (originally submitted in FY2021). For the west subregion, NCTCOG proposed to re-submit the East Lancaster Avenue Complete Streets and Transit Technology Project under the INFRA and MEGA Grant programs (originally submitted in FY2021). Following a request for RTC approval, Executive Board endorsement will be requested on May 26, 2022, and STTC endorsement on May 27, 2022. Michael Morris indicated the importance of the implementation time frame for all of the projects as key to scoring the funding.

Based on previous approval of the Western Subregion Transit Partnership in Item 5a, a motion was made to approve the allocation of new RTC funds (same as RAISE-April 2022) for the South Dallas County Inland Port Multimodal Connectivity project for \$12,530,000 STBG funds (including 4,270,000 TDCs); proposed projects to submit for funding consideration through the FY22 MPDG Discretionary Grant Program; and administratively amend the Transportation Improvement Program and State Transportation Improvement Program (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for an FY22 MPDG Grant Award. Cara Mendelson (M); Devan Allen (S). The motion passed unanimously.

6. **\$15M Dallas Area Rapid Transit/Garland Partnership that Expedited the IH 635 East Project:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC) action to finalize a \$15 million funding exchange with Dallas Area Rapid Transit

(DART) and the City of Garland to fulfill the funding partnership originally approved by the RTC in September 2019. In September 2019, the RTC 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. By entering a three-party partnership, the city prefers to use local funding for their redevelopment efforts at the South Garland Transit Center; Dallas Area Rapid Transit (DART) has agreed to aid in the partnership by providing local funds to the City if the RTC makes DART whole by providing the same amount of federal funds. DART proposes that the RTC funds be placed on the Silver Line Rail Project that is currently under construction. Proposed action included RTC approval of \$15 million in federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the Silver Line Rail Project (from DFW Airport Station to Shiloh Station); DART will match the federal funds with \$3.75M of local funds on the Silver Line project and send \$15 million in local funds to Garland in several installments; Garland will use funding for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center. The motion also included direction for staff to administratively amend the TIP and other planning/administrative documents. Michael Morris thanked Richard Aubin, Councilmember, City of Garland and his colleagues for their assistance on the project. The vision for Garland is to take the South Garland transit center and turn it into a mega transit hub. Garland would be a major destination for travel throughout the whole Dallas-Fort Worth region. Richard Aubin thanked the RTC and NCTCOG staff, DART, and City of Garland staffs' hard work. Michele Wong Krause, Chair, DART also thanked the Regional Transportation Council and the City of Garland for all of their collaboration, in which DART is pleased to be a part of and expressed hope that the RTC would approve the item.

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 \$3.75M of local funds on the Silver Line project and send \$15 million in local funds to Garland in several installments; Garland will use the funding for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center. Action also included direction for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents as necessary. Richard Aubin (M); Rick Grady (S). The motion passed unanimously.

7. **Regional Transportation Council Policy for Transportation Certification Program:** Brendon Wheeler introduced a proposed policy outlining the guiding principles and process by which 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. The draft policy, included in Item 7.1, will serve to guide a consensus-building path among the Regional Transportation Council, 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 (included in Electronic Item 7.2) to advance high-speed rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 of the National Environmental Policy Act (NEPA) process to environmentally clear the IH 30 corridor and not hold up the NEPA process with developing technology. The policy was also developed to monitor hyperloop technology advancement along technology certification and demonstration path and to

advance high-speed rail and hyperloop technology in different corridors. There has been a lot of interest in the Dallas-Fort Worth region such as Virgin Hyperloop's request for proposals for a certification center site in 2020. Many new transportation infrastructure technologies require certification prior to widespread application and technologies face difficulties in advancing through traditional planning processes either at the State or local levels. The purpose of RTC Policy P22-02, Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program, is to outline RTC's guiding principles; define transparent process by which RTC may coordinate with technology provider for certification facility; provide structure for periodic solicitation or acceptance of new technology infrastructure solutions; and ensure level playing field for transportation infrastructure technology providers wishing to move to region and local governments wishing to propose their site for consideration. Guiding principles of the Certification Program include 1) the program must serve the long-range transportation need (Metropolitan Transportation Plan); 2) technology developer solely responsible for navigating certification process; 3) be facilitated by North Central Texas Council Of Governments (NCTCOG) for mutual cooperation; 4) include local government considerations such as a contingency should technology fail to perform as intended, expected timeframe for infrastructure to be operational, and public use goals and performance expectations. The Innovative Transportation Technology Infrastructure Certification Program's process 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 process; 3) Upon RTC action, local governments to submit potential locations of interest; 4) Technology provider to determine preferred location to pursue; 5) RTC to initiate development activities; NCTCOG staff to provide support. Electronic Item 7.3 included additional details. Philip Ritter asked if staff was aware of any areas in the Country that were implementing a similar type of local certification program and if there are ways to extract value. He also asked is there is a financial way to leverage RTC's partnership to monetize that as part of the initiative in developing a certification program. Brendon Wheeler answered that staff is not aware of any public entity that is directly involved in a certification process program. He mentioned there were some companies that have approached NCTCOG or are in talks with other areas, public sector entities, whether in the U.S. or other countries, about moving pilot projects forward and possibly certifying their projects as a part of it but is not aware of this process taking place at a programmatic level as is being proposed here. Some of those lessons learned from them have actually informed the recommended process and the need for contingency, should it fail to perform as intended. Brendon added that he is not aware of anything this expansive for all technologies to come in and provide a level playing field like staff suggested. Philip Ritter also noted that the RTC may need to think about the value a certification program would provide companies, which might be something the RTC needs to think through as part of the next steps and part of initiating technology application and what that might look like. Michael Morris reminded the RTC of the autonomous people mover system that the RTC is implementing at the international district in Dallas and at the Arlington General Motors facility. We wanted to monetize that particular component. Trinity Metro took the leadership to purchase the land necessary for the GM extension, which will be reimbursed by the RTC for the land, but the idea always was with an early demonstration technology, what could be negotiated back to the Regional Transportation Council as a revenue source for that. On the other side of that coin is a legal risk associated with it. For every risk that comes in for certification will go through that cost revenue matrix, which includes how do we help fund it, what is the responsibility to fund it, maybe there is no responsibility for the RTC to fund it. How do we eliminate risk by forcing their certification company to provide a back stop technology in case it doesn't work? We think there can be a

financial stake, but it really depends on the technology before us. Duncan Webb asked if there are any current transportation technology providers that would be negatively impacted given where they are in the process of dealing with this region by the adoption of this policy? Michael Morris responded that we are not aware of anyone negatively impacted. We brought it to you because we think there's two technology providers interested in coming here that would be a positive impact. Michael reiterated that the only thing going through this process is if you're bringing a new capital-intensive mode, like a rail system, something that would qualify as a policy commitment of you and the Mobility Plan, which is what we were trying to garnish this particular policy.

A motion was made to approve the Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program (P22-02) which advances hyperloop and other innovative infrastructure technologies through the certification process to commercial application; outlines guiding principles and transparent process by which the Regional Transportation Council 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. Duncan Webb (M); Dianne Costa (S). The motion passed unanimously.

8. **Title VI Program Update:** Ken Kirkpatrick requested approval of updates to the Title VI Program 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 (FTA) 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. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. Title VI Program updates to note include a list of transit-related Title VI investigations, complaints, and lawsuits (none over the last three years); summary of outreach efforts made since the last Title VI Program submissions; impacts of the distribution of state and federal funds in the aggregate for public transportation projects; and a forty-five-day public 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 to note include a 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 were required, and a forty-five-day public comment period. A draft of the Title VI Program update is available at <https://nctcog.org/TitleVI>, and a draft of the Language Assistance Plan update is available at <https://nctcog.org/LAP>. Submittal deadline of the Title VI/Nondiscrimination Policy Statement, Title VI Program, and Language Assistance Plan to the Federal Transit Administration is May 31, 2022. Electronic Item 8 included additional details. Cara Mendelsohn asked if the number of accessibility waivers in our region for being tracked and if not, does staff know how the waivers are monitored. Ken Kirkpatrick responded that NCTCOG is not tracking that at this time but happy to learn more about it in the future. Michael Morris responded that staff would look into waivers for accessibility and report back to the Council.

A motion was made to approve the Title VI/Nondiscrimination Policy Statement and updates to the NCTCOG Title VI Program and Language Assistance Plan. Dianne Costa (M); Daniel Alemán Jr. (S). The motion passed unanimously.

9. **2023-2026 Transportation Improvement Program Draft Listings:** Christie Gotti requested 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 with changes made to the TIP listing. 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 (FHWA). 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 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 were 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, STTC, RTC, and the public have been provided with a “Double Entry” report that contains all active projects 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 review and comment on the TIP to comply with federal regulations, therefore, staff will bring the approved project listings in STIP report format in June, 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 in May, staff proposed to ask for approval via consent agenda approval by the RTC at the June 9, 2022, meeting. The TIP will then be submitted to the TxDOT on June 10 with action by the Texas Transportation Commission expected in August 2022. Additional information was provided in Electronic Item 9.

A motion was made to approve the projects and project changes shown in the 2023-2026 TIP roadway double-entry report and transit TIP listings and 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 were provided but will not be included in the new TIP. Projects in FY2027 and later will be included in Appendix D to allow project development activities to continue. Richard Aubin (M); Janet DePuy (S). The motion passed unanimously.

10. **Mobility 2045 Update and Transportation Conformity:** Brendon Wheeler and Jenny Narvaez presented information on development of the Mobility 2045 Update and corresponding 2022 Transportation Air Quality Conformity. The Mobility 2045 Update, that is currently underway, includes a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. Major components of the Plan Update include 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 administrative refinements for consistency with Transportation Improvement Program and Metropolitan Transportation Plan recommendations (Project IDs, costs, names, limits, etc.), project development phases and staging adjustments for consistency, but no major change to transit or roadway recommendations. Chapter content includes Map Your Experience summaries added to mobility options and social considerations, air quality conformity results added to environmental considerations chapter, and financial reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: \$39.5B for Infrastructure Maintenance; \$9.6B for Management and Operations; and \$1.5B for Growth, Development, and Land Use Strategies; and to strategic infrastructure investments: \$44.9B for Rail and Bus; \$52.8B for HOV/Managed Lanes and Freeways/Tollways and Arterials that comes to a total of \$148.3B. The public comments received to date have been constructive and supportive of the Plan and included comments ranging from support for expansion of the transit network including rail to alleviate congestion, understanding the cost of congestion methodology, and the need to expand trails and pedestrian access. The official public comment period is April 1, 2022, through May 31, 2022. Jenny Narvaez provided an overview of the 2022 Transportation Air Quality Conformity Analysis. The analysis is required by Federal Legislation, demonstrates that projected emissions from transportation projects were 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. In Scenario 1, the 2022 Transportation Conformity results show that for 2017 MVEB, Nitrogen Oxides (NO_x) are 130.77 tons per day and Volatile Organic Compounds (VOC) are 64.91 tons per day. In Scenario 2, results show that for 2020 MVEB, Nitrogen Oxides (NO_x) are 107.25 tons per day and Volatile Organic Compounds (VOC) are 62.41 tons per day. Both scenarios include reductions from RTC Initiatives of 1.19 tons per day for Nitrogen Oxides and .24 tons per day for Volatile Organic Compounds. Additional information was provided in Electronic Item 10. The Mobility 2045 Plan Update and Transportation Air Quality Conformity are scheduled for action by the Surface Transportation Technical Committee in May. Regional Transportation Council and NCTCOG Executive Board action will be requested in June.

11. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick 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 (NCTCOG) is a recipient of those funds and is required to have a DBE Program. Federal guidelines require an updated DBE Goal every three years (with the new goal due August 1, 2022). The current goal of 19.4% covers FY2020-2022 and is active through September 30, 2022. Publication of the DBE goal is required as part of Requests for Proposals and DBEs must be certified. In terms of high-level federal principals of the DBE Program, the basic component ensure non-discrimination in award of contracting activities by providing 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. Development of the DBE goals consists of a two-step process: 1) Determine the relative availability of ready, willing and able DBE firms that are established by the market area and include weighting within contract opportunities for FY23-25 to help establish a base figure, and 2) Consider other DBE data such as historical DBE expenditures, goals from other similar agencies in the Dallas-Fort Worth market, stakeholder comments, and public comments. Following preliminary DBE availability analysis of NCTCOG and its subrecipients

and consideration of other DBE data, the proposed overall total weighted DBE goal for FY2023-FY2025 is 17.3 percent. Notice to the public of the proposed goal will be transmitted on May 13 and the 45-day public comment period begins. A DBE Open House will be held at NCTCOG Offices on June 6. STTC action will be requested in June, and RTC and NCTCOG Executive Board action will be requested in July. The goal will be submitted to the Federal Transit Administration on August 1 and the DBE program update and goals become effective on October 1, 2022. Electronic Item 11 included additional details.

12. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Christie Gotti provided an update on the Dallas-Fort Worth Regional East/West 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. 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 at any given time. 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 and 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 were 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 were 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). Christie 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 are 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. 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 12 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 12.2.

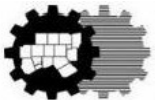
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, June 9, 2022.

The meeting adjourned at 3:04 p.m.

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

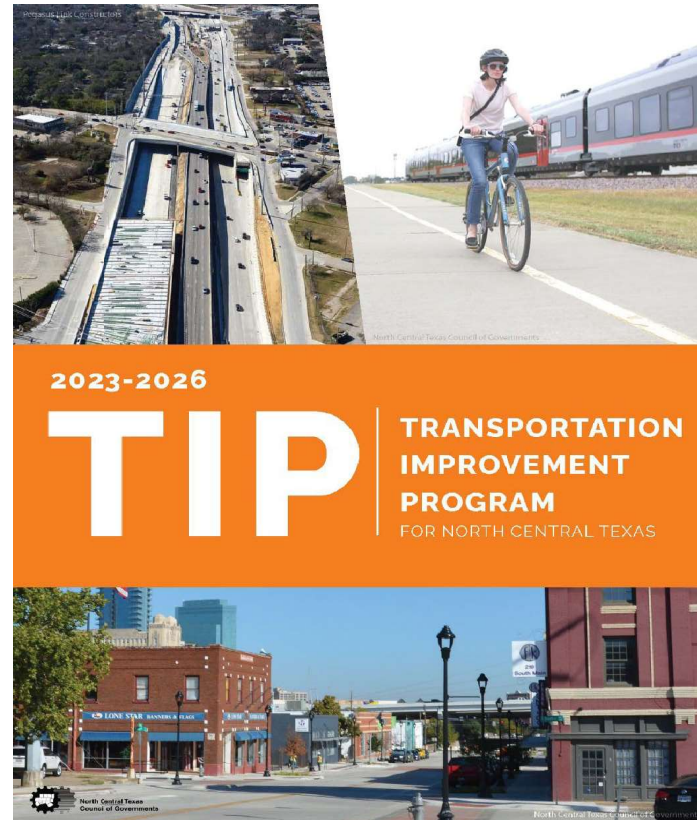
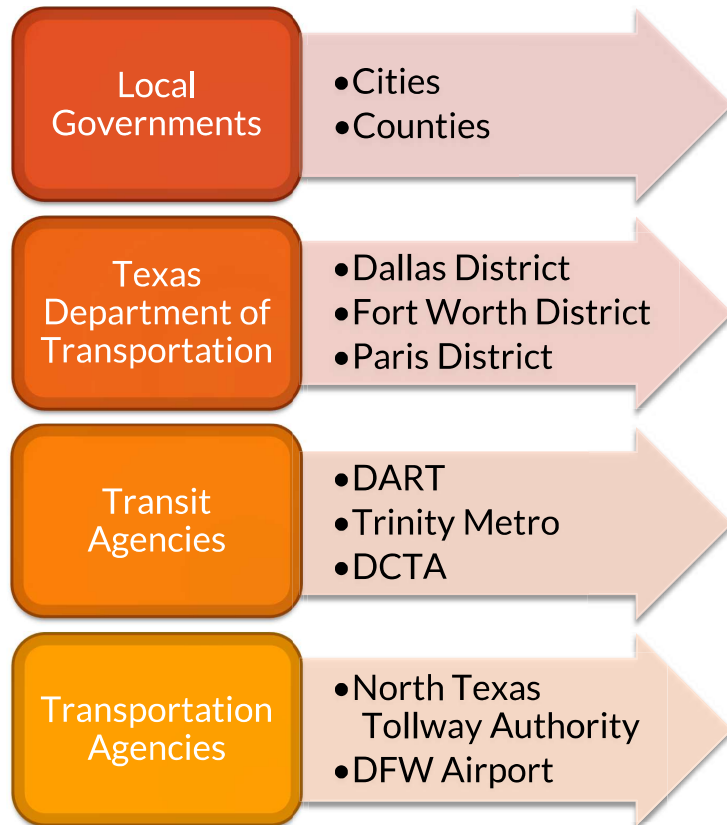
Regional Transportation Council

June 9, 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

- \$8.58 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$4.96 Billion in Federal Commitments
 - \$1.35 Billion in State Commitments
 - \$0.07 Billion in Regional Commitments
 - \$1.25 Billion in Local Commitments
 - \$0.95 Billion in Transit Formula Commitments
- 1,018 Active Projects (Roadway and Transit)
 - 608 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

- RTC approval of:
 - The 2023-2026 TIP document, including the final TIP listings to be included in the STIP
 - Submitting the final 2023-2026 TIP document to TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP)
 - The resolution adopting the 2023-2026 TIP, which will be transmitted to federal, state, and local impacted agencies
 - The list of changes proposed to projects since approval of the final Double Entry at the May 2022 meeting
 - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents as needed to reflect these changes

QUESTIONS/COMMENTS

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org

**RESOLUTION ADOPTING THE
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS
(R22-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

WHEREAS, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulations (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as serious nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective September 23, 2019; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as marginal nonattainment under the 2015 8-hour ozone NAAQS effective August 3, 2018; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP and TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, the 2023-2026 Transportation Improvement Program for North Central Texas was developed in cooperation with local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, and other transportation agencies; and,

WHEREAS, all projects in the 2023-2026 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 90; and,

WHEREAS, the planning process used in development of the 2023-2026 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

WHEREAS, the air quality conformity review has indicated that the 2023-2026 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2023-2026 Transportation Improvement Program for North Central Texas project listings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with 23 USC 134, the Clean Air Act, and corresponding regulations.
- Section 2.** The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2023-2026 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2023-2026 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2023-2026 Statewide Transportation Improvement Program.
- Section 5.** The Regional Transportation Council hereby directs staff to amend the Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2023-2026 Transportation Improvement Program for North Central Texas.

Section 6.

This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.

Section 7.

This resolution shall be in effect immediately upon its adoption.

Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

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 June 9, 2022.

Duncan Webb, Vice Chair
Regional Transportation Council
Commissioner, Collin County

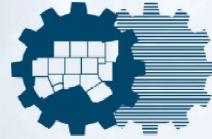
**PROPOSED CHANGES TO THE 2023-2026 TIP LISTINGS
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT	PROPOSED REVISION
11572	0902-48-579	TXDOT-FORT WORTH	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
11653	0902-00-194	NCTCOG	HIGH SPEED RAIL INITIATIVE	CHANGE PHASE FROM IMPLEMENTATION TO ENGINEERING IN FY2023
11684.3	0918-47-394	DALLAS COLLEGE	DALLAS COLLEGE AV INITIATIVE	CHANGE FUNDING CATEGORY FROM STBG TO CMAQ IN FY2024 AS STBG FUNDS ARE NOT ELIGIBLE FOR TRANSIT OPERATIONS
11694	0918-00-384	NCTCOG	REGIONAL AIR QUALITY INITIATIVES	REVISE CSJ FROM 0918-00-318 TO 0918-00-384 IN FY2023
11951.2	0353-04-112	TXDOT-DALLAS	SH 114 FROM EAST OF INTERNATIONAL PARKWAY TO SS 348	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (E OF INTERNATIONAL PKWY TO SH 161: RECONST & WIDEN 1 WB TO <u>2 FOUR</u> CONCURRENT HOV /MANAGED LANES; SH 161 TO SP 348: WIDEN RECONSTRUCT 2 TO <u>FOUR 2</u> CONCURRENT HOV /MANAGED LANES
13008	2266-02-148	TXDOT-FORT WORTH	SH 360 FROM NORTH OF E RANDOL MILL RD TO SOUTH OF E RANDOL MILL RD	CHANGE CITY FROM ARLINGTON TO VARIOUS
13020	1394-02-027	TXDOT-DALLAS	FM 1387 FROM MIDLOTHIAN PARKWAY TO FM 664	MOVE CONSTRUCTION PHASE FROM FY2026 TO FY2027/APPENDIX D (PROJECT IS NOT FULLY FUNDED, SO IT CANNOT BE LISTED IN THE 4-YEAR TIP WINDOW)
14021	0353-05-132	DALLAS	NORTHWEST HWY/SL 12 AT PRESTON ROAD	CLARIFY FACILITY AS NORTHWEST HWY/SL 12 VS. JUST NORTHWEST HWY; REVISE CSJ FROM 0000-18-134 TO 0353-05-132
14033	0918-46-366	DENTON COUNTY	SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE TO SILKTREE COURT	REVISE CSJ FOR RTR FUNDED PORTION OF PROJECT FROM 0918-46-366 TO 0918-46-336
14091.1	0902-90-229	FORT WORTH	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287	MOVE RIGHT-OF-WAY PHASE FROM FY2025 TO FY2027/APPENDIX D
20108	0918-46-238	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CHANGE FISCAL YEAR FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM THE 2023-2026 TIP (PROJECT FUNDS HAVE ALREADY BEEN ADVANCED AND DO NOT NEED TO BE LISTED IN THE NEW TIP)
20111	0918-46-239	LEWISVILLE	CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD TO FM 2281	CHANGE FISCAL YEAR FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM THE 2023-2026 TIP (PROJECT FUNDS HAVE ALREADY BEEN ADVANCED AND DO NOT NEED TO BE LISTED IN THE NEW TIP)
21008	0196-03-288	TXDOT-DALLAS	IH 35E - DART VICTORY STATION AT IH 35E SOUTHBOUND FRONTAGE ROADS (DALLAS DESIGN DISTRICT)	FIXED SCOPE THAT WAS CUTTING OFF IN DOUBLE ENTRY REPORT TO REFLECT THAT LANDSCAPING IS INCLUDING IN THE SCOPE
21040	0918-47-434	GRAND PRAIRIE	MAIN STREET FROM SH 161 TO 6TH STREET NW	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FROM 4 TO <u>3 2</u> LANES WITH TURN LANES, AUXILIARY LANES, AND SIDEWALKS); REVISE CSJ FROM 0000-18-130 TO 0918-47-434
21042	0918-47-435	GRAND PRAIRIE	MAIN STREET FROM 5TH STREET NE TO BELT LINE ROAD	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FROM 4 TO 2 LANES WITH TURN LANES, AUXILIARY LANES, AND SIDEWALKS); REVISE CSJ FROM 0000-18-131 TO 0918-47-435
25097	0918-00-388	DART	SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #8)	REVISE CSJ FROM 0000-18-127 TO 0918-00-388
25100	0918-00-389	DART	SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #9)	REVISE CSJ FROM 0000-18-129 TO 0918-00-389
25101.1	0918-47-430	DALLAS	ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT	REVISE NORTHERN BOUNDARY FROM SL 12 TO ANN ARBOR

ELECTRONIC ITEM 3.1.3

**PROPOSED CHANGES TO THE 2023-2026 TIP LISTINGS
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT	PROPOSED REVISION
25102	0902-00-328	TRINITY METRO	TEXRAIL CORRIDOR RAIL LINE PROJECT	CHANGE PHASE FROM CONSTRUCTION TO ENGINEERING AND CLARIFY SCOPE (ENGINEERING/ENVIRONMENTAL <u>AND</u> CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30)
52569	0353-06-064	TXDOT-DALLAS	SH 114 FROM SL 12 TO SH 183	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FOUR 6 TO 6 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE))
53029	0014-15-033	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53030	0014-15-034	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53031	0014-15-035	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53032	0014-15-036	TXDOT-FORT WORTH	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53110	0095-02-096	TXDOT-DALLAS	US 80 FROM EAST OF BELT LINE RD TO LAWSON RD	MOVE CONSTRUCTION PHASE FROM FY2026 TO FY2027/APPENDIX D (PROJECT IS NOT FULLY FUNDED, SO IT CANNOT BE LISTED IN THE 4-YEAR TIP WINDOW)
54062	0008-13-221	TXDOT-FORT WORTH	IH 820 FROM SH 121/SH 183 INTERCHANGE TO RANDOL MILL ROAD	ADVANCE FUNDING FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM STIP AS FUNDING WILL BE OBLIGATED IN FY2022 AS A CHANGE ORDER
55034	0364-05-039	TXDOT-FORT WORTH	SH 183 FROM SH 121 TO SH 10	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 3/4 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS (ULTIMATE))
55035	0094-02-136	TXDOT-DALLAS	SH 183 FROM WEST OF SH 360 TO DALLAS COUNTY LINE	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 6/7 TO 8 GENERAL PURPOSE LANES, 2 TO 6 HOV /MANAGED-C, RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE <u>DIS</u> CONTINUOUS FRONTAGE ROADS & EXISTING 4 LANE COLLECTOR DISTRIBUTOR FROM SH 360 TO INTL PKWY)
55151	1290-05-019	TXDOT-DALLAS	SH 276 FROM HUNT COUNTY LINE TO COUNTY ROAD 2472	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT AND WIDEN 2/4 LANE RURAL TO 4 LANE DIVIDED URBAN (TRANSITION))
55218	1311-01-055	DENTON COUNTY	FM 1171 FROM IH 35W TO WEST OF FM 156	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (CONSTRUCT NEW 0/2 TO 4/6 LANE DIVIDED ARTERIAL)



NCTCOG PRESENTATION

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

Regional Transportation Council

June 9, 2022

**Jason Brown,
Principal 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 received EPA’s approval on May 23, 2022, to make \$825,000 available for project recommendations and call for projects.

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%.

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 received EPA approval on May 23, 2022, to make \$825,000 available for call for projects & recommendations. Rolling 90-day deadline until all funds awarded or until project implementation deadline)	July 15, 2022
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
4. Continue Open Call For Projects Round 3 with remaining funds



CONTACT US



Huong Duong
Air Quality Planner
HDuong@nctcog.org | 817-704-5678



Trey Pope
Air Quality Planner
Tpope@nctcog.org | 817-695-9297



Jason Brown
Principal Air Quality Planner
Jbrown@nctcog.org | 817-704-2514



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



Relevance to Regional Planning

Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Reference: AQ2-006

Technology improvements are achieved through specific initiatives, often implemented through regional funding opportunities which enhance the use of lower emitting, more efficient vehicles, equipment, technologies, and/or fuels.

Mobility 2045 Chapter 4 - Environmental Considerations

Appendix C - Environmental Considerations



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																												
Smurfit Kappa	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
Hirschbach Motor Lines	1	Onroad	Class 8 Short Haul Single Unit	2018	Diesel	5,265	14,711	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
City of Dallas**	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 for Full Award with Remaining Round 2 CFP Funds and Approved Funds by EPA to Funding Level Not to Exceed 35%																												
City of Dallas***	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 for Full Award with Approved Funds by EPA to Remaining Recommendations to Funding Level Not to Exceed 35%																												
City of Dallas	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
City of Dallas	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
City of Dallas	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*
Paccar Leasing	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
Paccar Leasing	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
Kenan Advantage Group	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
Kenan Advantage Group	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
City of Plano	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	\$134,237	\$134,237	\$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	\$134,237	\$134,237	\$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	\$134,237	\$134,237	\$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

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:

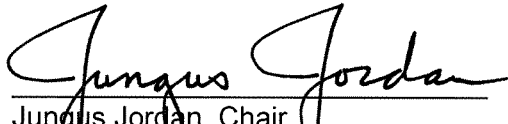
- Section 1.** The RTC requests the Texas Transportation Commission provide supplemental funding to expand general purpose freeway lanes in addition to the managed/toll lanes and frontage road improvements in the initial expansion of Interstate Highway 35 East. The initial phase of the Interstate Highway 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.

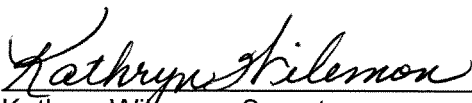
Section 9. The RTC will request that TxDOT complete the procurement process for the IH 35E project as expeditiously as possible, hopefully no later than December 2012.

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.

2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Carli Baylor

Taylor Benjamin

Rebekah Gongora

Dan Lamers

Sandy Wesch

Brendon Wheeler

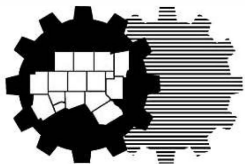
Amanda Wilson

HNTB (Project Consultant)



STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
June 9, 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.texasvwfund.org as of May 26, 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

Amy Hodges
Principal Air Quality Planner
817-704-2508
ahodges@nctcog.org

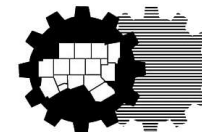
Soria Adibi
Senior Air Quality Planner
817-704-5667
sadibi@nctcog.org

Jared Wright
Air Quality Planner II
817-608-2374
jwright@nctcog.org

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

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

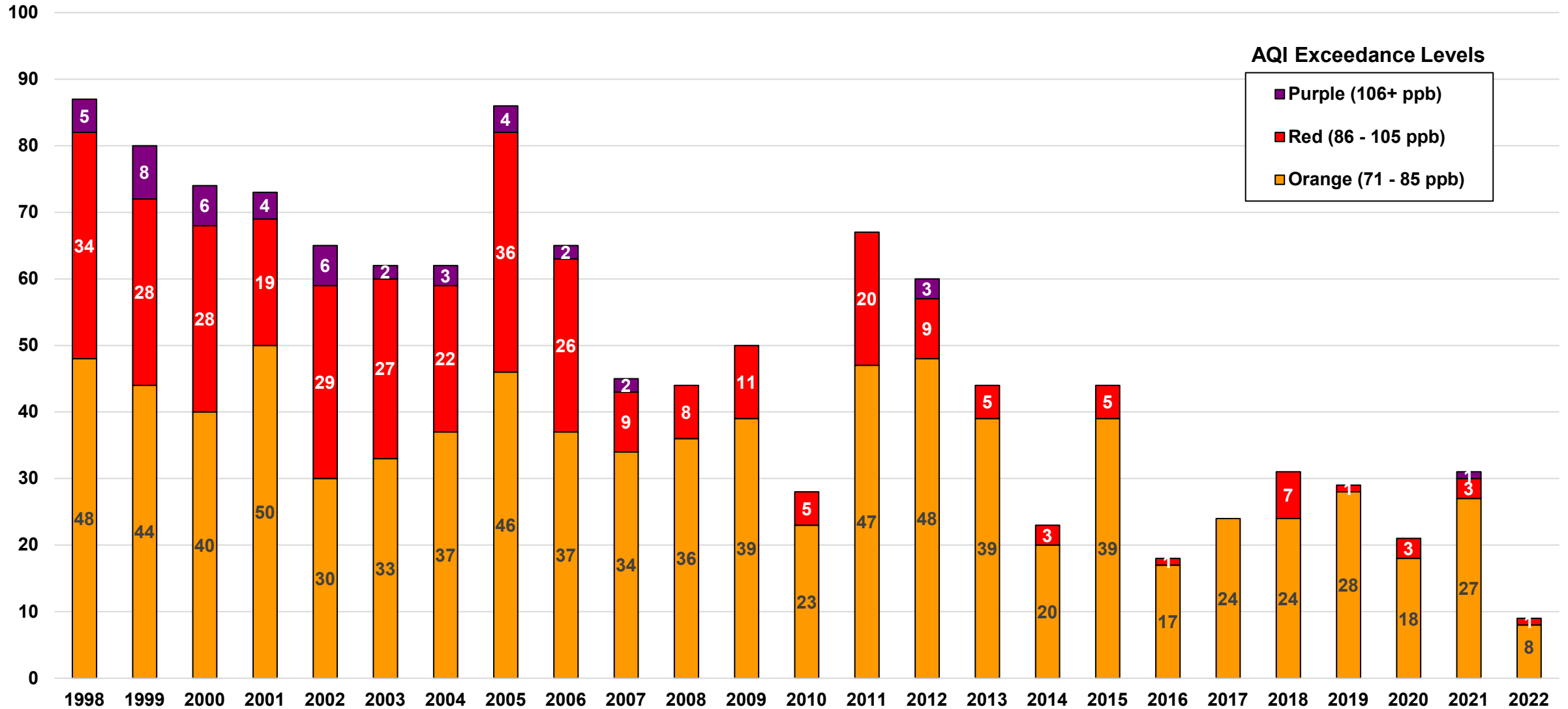
Also see "Hot Topics" at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

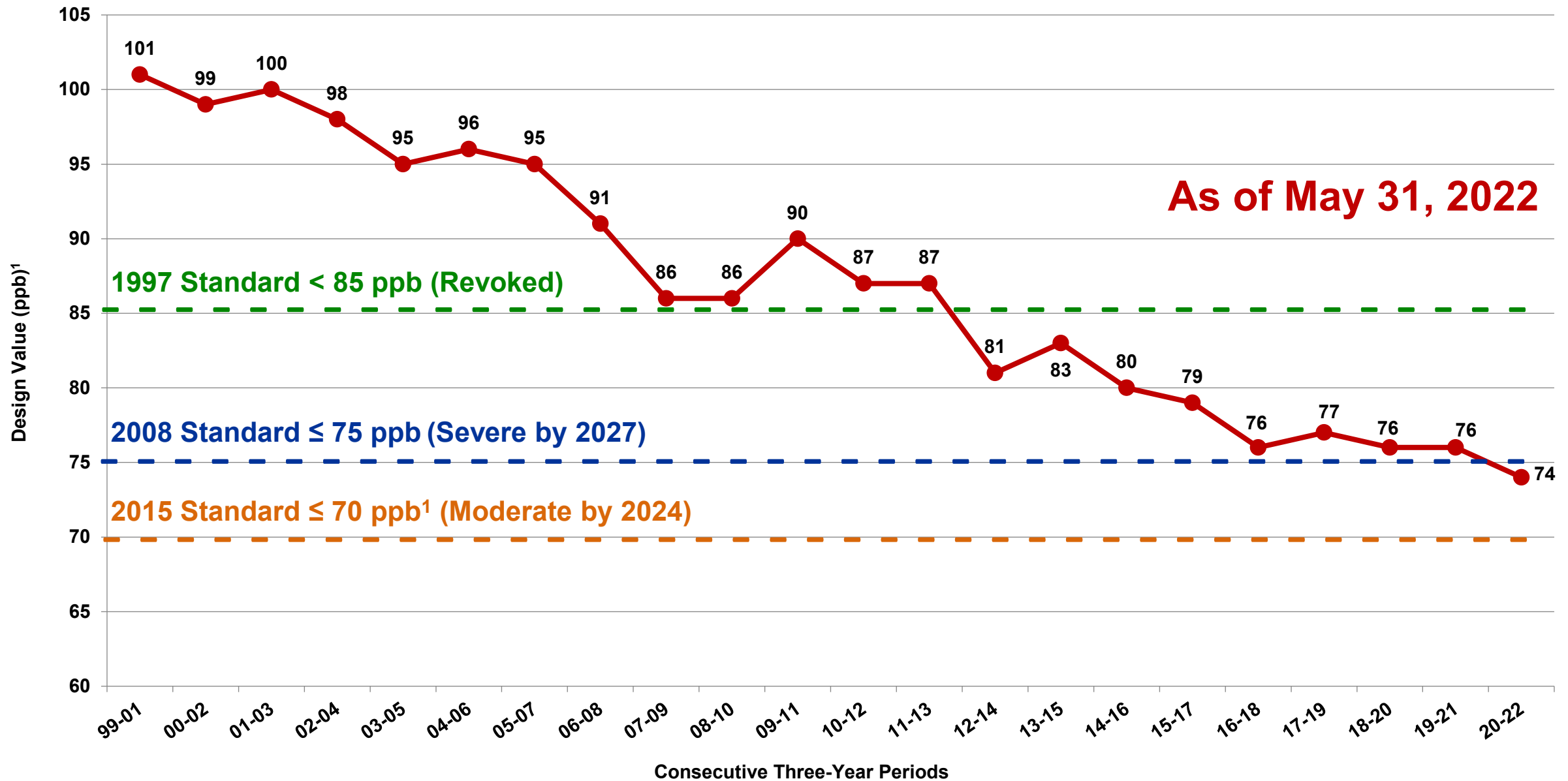
Based on ≤ 70 ppb (As of May 31, 2022)



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



¹Attainment 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).

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

NICK VAN HAASEN
Air Quality Planner III
nvanhaasen@nctcog.org
817-608-2335

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

MINUTES

Regional Transportation Council PUBLIC MEETING

Mobility 2045 Update & Transportation Conformity

Proposed Awards from EV Charging Station Call for Projects

Parking Garage Policy and Projects

East/West Funding Formula Update

2023-2026 Transportation Improvement Program (TIP)

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, May 9, 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. Christie Gotti, Senior Program Manager, moderated the meeting, attended by 89 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 Brendon Wheeler and Jenny Narvaez**
- Proposed Awards from EV Charging Station Call for Projects – **presented by Jared Wright**
- Parking Garage Policy and Projects – **presented by Travis Liska**
- East/West Funding Formula Update – **presented by Cody Derrick**
- 2023-2026 Transportation Improvement Program (TIP) – **presented by Cody Derrick**

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/a0227a40-b11d-45b0-baa3-d0aafad399c3/Mobility-2045-Update-2022-Transportation-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. For more information, visit www.nctcog.org/PlanInProgress.

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.

The RTC will take action on the Mobility 2045 - 2022 Update on June 9, 2022.

Proposed Awards from EV Charging Station Call for Projects presentation:
<https://nctcog.org/getmedia/0d761de0-8fa6-44f8-994e-c68ac063d908/Proposed-Awards-from-EV-Charging-Station-Call-for-Projects.pdf.aspx>

NCTCOG recently opened up a Call for Projects related to 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.

Eleven applications were received, and \$3 million in funding was requested for 55 charging stations on 26 charging sites. NCTCOG staff is recommending 19 projects receive funding, 35 projects be on a wait list, and noted three projects were considered ineligible. More information and additional funding opportunities are available at www.dfwcleancities.org.

The RTC will take action on the proposed funding awards on June 9, 2022.

Parking Garage Policy and Projects presentation:
<https://nctcog.org/getmedia/8bbc4c5b-2ec3-4528-a619-914ea212fec6/Parking-Garage-Policy-and-Projects.pdf.aspx>

Through a policy, NCTCOG seeks to support surface and structured parking with guiding criteria such as:

- Parking on public lands

- Parking that advances safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits

The policy will be part of a funding partnership, create efficient use of land to accommodate regional growth and fiscal resiliency, increase economic impact and expanded transportation options, promote data-driven decisions and technology as a solution, and support air quality goals.

Current projects under discussion and development include the Trinity Park Conservancy, Mockingbird Station, the Dallas Zoo, and several existing transit stations in Plano, Addison, and Downtown Farmers Branch.

East/West Funding Formula Update presentation:

<https://nctcog.org/getmedia/7bfd3b64-ea1f-46b9-998d-9fd1b82a9173/EastWest-Funding-Formula-Update.pdf.aspx>

Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). These apportionments are based on several factors and depend on the funding source. While funds cannot be sub-allocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the Dallas-Fort Worth region stay focused on overall priorities.

RTC bylaws state funding distributions related to air quality and mobility initiatives are to be re-evaluated with each new transportation funding bill. (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.

Air quality funding is 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. Mobility funds are designed for mobility projects addressing transportation needs within metropolitan area boundaries with populations of 200,000 or greater, and allocations are based on the populations of urbanized areas in the region. In addition to the inputs specific to each funding category, environmental justice and equity are also considered when developing funding distributions.

The RTC will take action on the East/West funding distribution for the IIJA on June 9, 2022.

2023-2026 Transportation Improvement Program (TIP) presentation:

<https://nctcog.org/getmedia/35edf999-f916-4aac-98a5-0776729e70e3/2023-2026-Transportation-Improvement-Program.pdf.aspx>

The TIP is a funding document and inventory of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State government and contains funding from federal, State, and local sources. A new TIP is developed every two

years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2023 through 2026. The draft 2023-2026 TIP roadway and transit listing includes approximately \$8.09 billion in funding and 955 roadway and transit projects.

The RTC will take action on the 2023-2026 TIP on May 12, 2022.

COMMENTS RECEIVED DURING THE MEETING

No comments were received during the meeting.

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

No comments were received via website, email, social media, or mail.

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 Wednesday, April 20, through Thursday, May 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. Bicycle and pedestrian comments related to North Texas trails and the DFW Bike Month Challenge 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 30 bicycle and pedestrian comments, two roadway comments and 10 transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. Sure, we can accommodate your desire to drive everywhere. The costs:

1) More illness for you. Poor air quality contributes to asthma, lung disease, cardiovascular disease and more. More sitting in a car also means less physical activity and increased risk of illness. – Suzi (@LocomotiveLib)



2. Ozone Action Day – DFW-area ozone on 5/7 is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and those with chronic lung conditions should limit outdoor activity. <http://bit.ly/9nC9vy>. – NCTCOGTransportation (@NCTCOGtrans)



You mean limit driving. – EvilLangBuildsMc (@lang_evil)

Bicycle & Pedestrian

Twitter –

1. It's time to vote for a name and logo 🚲 🚲 🚲

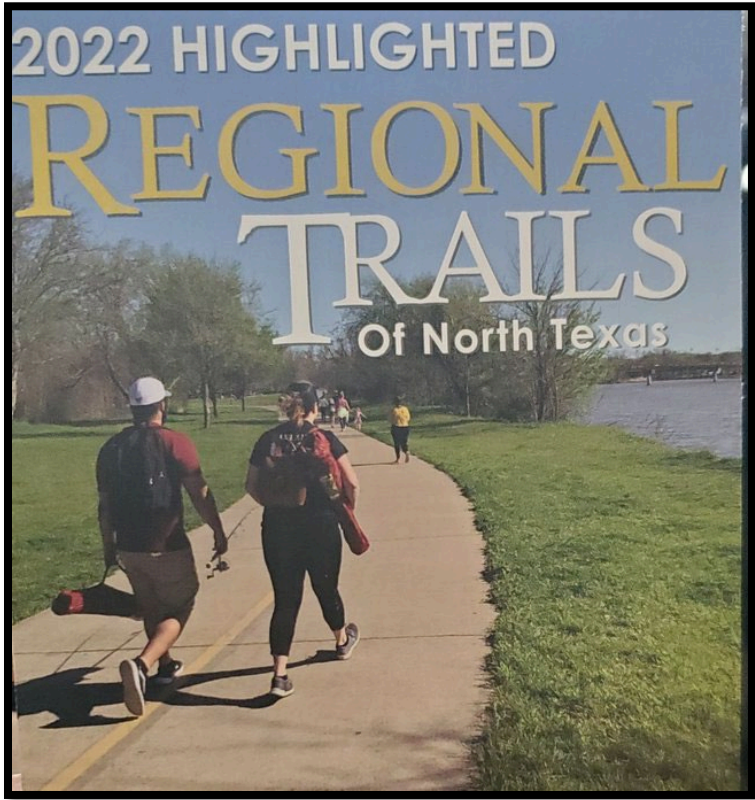
Read more about this trail in a story I did from last December! ➡️ <https://bit.ly/3KnD8ES> – Stacy Rickard - Spectrum News 1 (@stacyrickardTV)



2. Hey Bike People...it is time for Bike Month and we are super stoked to be partnering with @NCTCOGtrans Try Parking It app for the Inaugural DFW Bike Month Challenge 2022!! Celebrate National Bike Month from May 1 - May 31, 2022 by challenging yourself to bike everywhere! 1/5 – BikeDFW (@BikeDFW)

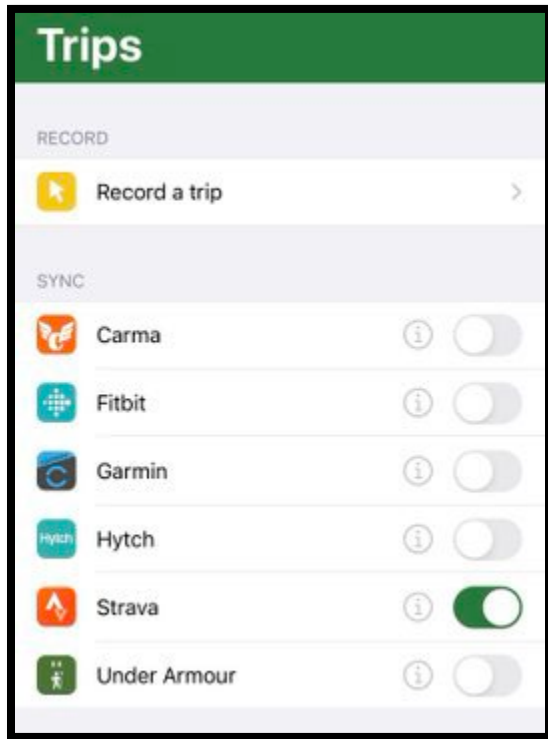


3. Plus made new friends and learned new things. Pretty excited about the @NCTCOGtrans Dallas-Ft Worth trail connection completing in 2024 (but many parts are now open). Going to take @Amtrak down with my bike and ride some their trails. – Shawn W (@shawn_dubs)



This actually sounds like one of THE coolest trips. If you document any of it, tag us so we can see! – NCTCOGTransportation (@NCTCOGtrans)

4. Hi @NCTCOGtrans. Is there a way to pair Strava with the Try Parking It app? The app shows Strava as an option, but it won't sync with rides, and whenever I open the app, I'm asked to sign up again for the May Bike Challenge (which I've done several times already). cc: @BikeDFW – Jeff Kitner (@JeffKitner)



Thanks for pointing this out, Jeff! We'll forward this issue to our website vendor and follow up if and when we can. – NCTCOGTransportation (@NCTCOGtrans)

Hello again! Per the vendor: Steps to sync your TPI account with Strava: 1) Select "Strava" from the "Trips" tab 2) On the modal window that appears, enter the appropriate Strava login info and ensure the checkbox authorizing TPI to view data about your activities is checked. – NCTCOGTransportation (@NCTCOGtrans)

If you still encounter issues syncing the two accounts, please contact our vendor's dedicated support line by selecting "Contact us" from the "More" tab. They'll be happy to assist you directly to resolve the issue. – NCTCOGTransportation (@NCTCOGtrans)

Thanks! I tried all that but unfortunately there's no syncing. I also checked to confirm that my Strava privacy settings are on available to all (which they are). I'll use the vendor Contact Us tab. – Jeff Kitner (@JeffKitner)

Sorry to hear that didn't work. Do use the "Contact aid" feature and hopefully further assistance will get it resolved. – NCTCOGTransportation (@NCTCOGtrans)

Hi @NCTCOGtrans. I never heard back from the vendor and the App still doesn't work. Any suggestions? Would love to be a part of the May challenge! – Jeff Kitner (@JeffKitner)

Sorry to hear this, Jeff! I'll relay this message to the team and let you know of any updates. – NCTCOGTransportation (@NCTCOGtrans)

Good morning, Jeff! We reached out to the vendor and it looks like they did provide a response. Do you mind checking your spam/junk folder to see if it ended up there? – NCTCOGTransportation (@NCTCOGtrans)

Good morning! I did check there too, and unfortunately didn't see anything. – Jeff Kitner (@JeffKitner)

Hi, Jeff! Going to follow up with you via DM. – NCTCOGTransportation (@NCTCOGtrans)

5. The faster you drive, the more space you should give!! 🚲🚗 – Jessica Hartpence (@jhart_OU)



6. Track your rides and sign up for the Bike Month Challenge, hosted by @BikeDFW and @NCTCOGtrans: - Bike Denton (@bikedenton)

BikeDFW @BikeDFW · Apr 28

Hey Bike People...it is time for Bike Month and we are super stoked to be partnering with @NCTCOGtrans Try Parking It app for the Inaugural DFW Bike Month Challenge 2022!! Celebrate National Bike Month from May 1 - May 31, 2022 by challenging yourself to bike everywhere! 1/5

[Show this thread](#)

DFW Bike Month Challenge 2022

WHERE WILL YOUR BIKE TAKE YOU?

7. I ❤️ these bridges on the trail to keep folks dry... so sad we haven't gotten @dartmedia (yet) to agree to bridge on Preston Ridge Trail so nobody gets flattened by the #Silverline diesel TRAIN. @NCTCOGtrans @DallasCityMgr @VisionZeroTexas @ColinAllredTX @VanTaylorTX @JohnCornyn – caraathome (@🏠) (@caraathome)

The Loop @TheLoopDallas · May 19

Last week, we had a 145' bridge installed on the Trinity Forest Spine Trail!

This first section of trail has 11 bridges to keep users high and dry!

#ConnectingDallasWithDallas

Innovative Vehicles & Technology

Twitter –

1. Thanks to the Bipartisan Infrastructure Law, Texas will receive over \$60M to invest in electric vehicle charging infrastructure. Yesterday, I had the opportunity to join @NCTCOGtrans to see the firsthand impact of this law on the EV fleet here in North Texas! – Rep. Marc Veasey (@RepVeasey)



2. Last week, over 100 fleet owners, managers, industry experts and govt. officials joined @EnvDefenseFund and @NCTCOGtrans to convene on the state of zero-emission heavy-duty vehicles in Texas and where they're headed 🚛🔋 See what they learned:



3. Recent @EDFEnergyEX @NCTCOGtrans workshop learned about the state of zero-emission heavy-duty vehicles in Texas, with presentations on topics such as: / • Regional air quality / • ZEV technology / • Utility & charging infrastructure / • Funding options – EDF Action (@EDFAction)



4. Attendees at a recent EDF / @NCTCOGtrans workshop learned about the state of zero-emission heavy-duty vehicles in Texas, with presentations on topics such as:

- Regional air quality
- ZEV technology
- Utility & charging infrastructure
- Funding options – EDF Texas (@EDFtx)



5. Medium- and heavy-duty vehicles are responsible for a disproportionate amount of transportation sector pollution. Last week, an @EnvDefenseFund / @NCTCOGtrans workshop explored the current state and direction of zero-emission trucks and buses in Texas. – EDF Texas (@EDFtx)



6. Last month, Nikola, supporting our dealer, @holt_truck attended the @NCTCOGtrans ZEV Workshop where Nikola’s Manager of State & Local Relations, Omar discussed the future of state & federal grants for ZEVs. The #NikolaTreBEV & Nikola Mobile Charging Trailer were also there! – Nikola Motor Company



Project Planning

Twitter –

1. How did we get here?@TxDOT & @NCTCOGtrans has spent decades subsidizing outlying greenfield development & wasted billions in counterproductive hwy expansions rather than invest in walkable communities,convenient public #transit,& antisprawl policies.

What will change?^_(ツ)_/ – Loren S. (@txbornviking)

Fort Worth Report @FortWorthReport · May 4
 Tarrant County could soon be classified as a “severe” violator of federal regulations aimed at improving air quality and reducing ozone levels. But what would change? fortworthreport.org/2022/05/03/wit...

Public comment period on Mobility 2045 Update open now:
<https://nctcog.org/trans/plan/mtp/mobility-plan-update> – Thomas Bamonte (TomBamonte)

2. In this presentation, Natalie Bettger of @NCTCOGtrans discusses how @NCTCOGtrans utilizes planning processes to mainstream #TSMO into their daily operations. – NOCoE (@NOCoEOps)

youtube.com
 Using Operations Data to Support Mainstreaming ...
 This webinar is part of an FHWA Office of Operations project to support mainstreaming ...

Safety

Twitter –

1. Man dead after driving wrong way along Fort Worth highway, police say <https://star-telegram.com/news/local/fort-worth/article261470047.html> @RoyceWestTX @NCTCOGtrans @TxDOT Do we have to wait until it’s one of your loved ones that dies this way before we stop trying to put a square peg inside a round hole? – Sylvester Raymond, PhD (@SylvesterRaym13)

star-telegram.com
 Man dead after driving wrong way along Fort Worth highway, police say
 The incident closed all southbound lanes along the highway for several hours.

Sustainability

Email –

1. **Brittney Bassett**

I am trying to reach Conserve North Texas, this is the only contact info i could find.

We're looking for some help getting the word out so the rules will change.

Texas Retail Energy Providers. (REPs) can steal solar power.

If you don't have a battery for solar panels (and most of the time, even with a battery) you still have to be connected to the grid and in TX, REPs are not required to offer any incentives for solar power and can, in fact, steal solar power from residential suppliers.

We are in a unique situation that we purchased our home with solar panels already installed. So our first year (with our second energy provider) they had a great buy back program. And we saw the major benefits of over producing solar panels. Now the contracts have changed (and it looks like any REP with a solar buyback has similar contracts). There seems to be 3 buyback options - Wholesale rate (which averages about .03-.06 per kwh, which means they buy it from residential panel homes then sell it to other homes for 4x or more), capped limit (matching actual use, meaning when panels over produce, the REP can just take the excess energy), or net producing limits (so if your panels overproduce one year, you are ineligible for buyback the next year, meaning they can, again, just take the extra power produced).

I know for us, a major benefit of having clean energy through solar panels was that it would cost us next to nothing (again - unique situation that our home came with panels paid for) and that is far from true.

Thank you for your time!!

Response by NCTCOG Transportation staff

Hi, Brittney,

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

We are sorry to hear that you've had a negative experience. Conserve North Texas is an initiative of the North Central Texas Council of Governments (NCTCOG). We are working on changes and updates to the Conserve North Texas website to make our resources easier to find, and thank you for drawing attention to the need to add contact information. In the meantime, you can contact our team at energy@nctcog.org.

You may be interested in connecting with the North Texas Renewable Energy Group: www.ntreg.org and/or attending one of their monthly meetings. This organization advocates for solar energy and several of its members likely have expertise in the issue you've raised. Through them, you may also be able to connect with Mike Renner of the Renner "Off-Grid" House - DFW Solar Home Tour (dfwsolartour.org). He has essentially disconnected from the grid for reasons similar to the issue you've raised. You may also want to contact your local legislative representatives, as legislation may be required to address this concern.

The Texas chapter of Solar United Neighbors has a calculator linked to the top of their webpage that can be used to help identify which buyback program – or other retail electric plan - is the best fit for you, based on your home's specific electricity consumption. This is another organization that would be helpful to network with in terms of advocacy or policy support. Solar United Neighbors also has developed a webpage with resources and information on Consumer Protection at <https://www.solarunitedneighbors.org/learn-the-issues/consumer-protection/>. You can also use this page to schedule a phone call with one of Solar United Neighbors' solar experts.

Transit

Twitter –

1. Ride transit.

Save money.

Smile like Luka.

#Mavs #MFFL – NCTCOGTransportation (@NCTCOGtrans)



Download the GoPass app for convenient, easy-to-use, contactless payment options and plan your trips, both locally and regionally! <http://gopass.org> – NCTCOGTransportation (@NCTCOGtrans)

Evening pass for a Mavs game would be \$3 – matt h (@matthavener)

Facebook –

1. CORRECTION: DCTA's comment period, which was initially to end May 17, has been extended to June 10!

Provide your comments on DCTA's fare and service models. Join the virtual listening session TONIGHT at 6 pm! Connect with the meeting and complete the survey for a chance to win a \$100 Amazon gift card: <http://dctafeedback.net>. – NCTCOG Transportation Department



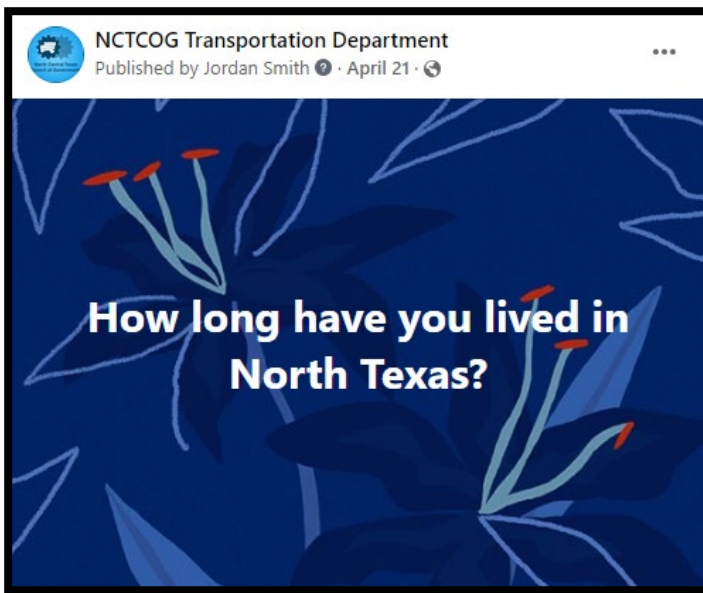
The public comment period has been extended through June 10! – Denton County Transportation Authority (DCTA)

thanks for the correction! Will update. 😊 – NCTCOG Transportation Department

Other

Twitter –

1.



***Please note that this post (above) received over 40 comments. To read them, follow the link here: <https://www.facebook.com/NCTCOGtrans/posts/350010790495729>*



TEXAS TREES FOUNDATION

MAY 16 2022

TRANSPORTATION

May 4, 2022

North Central Texas Council of Governments
Attn: Michael Morris - Director of Transportation
616 Six Flags Dr
Centerpoint Two
Arlington, TX 76011-6347

Dear Mr. Morris,

On behalf of the entire team here at the Texas Trees Foundation, we want to thank you for your support of RTC Environmental Stewardship Program. Your organization's generous donation of \$25,000 made on March 14, 2022 provides us with the opportunity to continue our important work. This was the final payment for the pledge of \$397,000.

As you know, the Texas Trees Foundation is transforming the landscapes of neighborhoods, schools, streets, and parks throughout North Texas. Urban forestry and green infrastructure are needed to create a greener, cleaner, cooler, and healthier city. Through the financial support of advocates such as the North Central Texas Council of Governments, we can deliver on the promise of our long-term commitment to creating sustainable landscapes. Simply stated, our programs could not exist without the generosity of donors like you.

So much of what we have been able to accomplish is driven by the amazing support of donors who make it all happen. Whether it's our award-winning Cool Schools Program™, the Southwestern Medical District development project, urban reforestation, or our new Workforce Development initiative, the Texas Trees Foundation is leading the way to reimaging the current metroplex into a nature-based environment that represents humanity at its very best.

Thank you again for your thoughtful gift to the Texas Tress Foundation. We are proud to include you in our growing family of donors!

With Gratitude,

Janette Monear
Chief Executive Officer

Nicholas Colletti
Chief Development Officer

Texas Trees Foundation is 501(c)(3), has not provided any goods or services, in whole or in part, to you in consideration for this voluntary cash contribution. If you wish to claim the tax deduction from this gift in the United States, please retain this acknowledgment letter for your files. Texas Trees Foundation's EIN number is 75-1886520.

2906 Swiss Avenue, Dallas, Texas 75204

214 • 953 • 1184 texastrees.org



North Central Texas Council Of Governments

May 16, 2022

Mr. Brian Nelson
US Environmental Protection Agency
EPA Docket Center, OAR,
Docket EPA-HQ-OAR-2019-0055
Mail Code 28221T
1200 Pennsylvania Avenue NW
Washington, DC 20460

Dear Mr. Nelson:

On behalf of the **North Central Texas Council of Governments (NCTCOG)** and the **Regional Transportation Council (RTC)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we are pleased to provide input on the Environmental Protection Agency's (EPA) proposed rule published in the Federal Register on March 28, 2022, regarding Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, Docket No. EPA-HQ-OAR-2019-0055.

Several counties within the Dallas-Fort Worth Metropolitan Planning Area are currently in nonattainment for the pollutant ozone under both the 2008 and 2015 8-hour ozone standards. NCTCOG supports efforts for clean air that will develop an aggressive program which takes into consideration the capabilities of Original Equipment Manufacturers (OEMs) while at the same time not disrupting commerce given the current state and future uncertainty of the economy. NCTCOG is currently implementing several programs to reduce emissions in North Texas, and these comments are informed by this experience.

NCTCOG appreciates consideration of these comments and looks forward to working with EPA to improve air quality in North Texas. If you have any questions, please feel free to contact Jason Brown, NCTCOG Principal Air Quality Planner, at (817) 704-2514 or at jbrown@nctcog.org.

Sincerely,

Chris Klaus

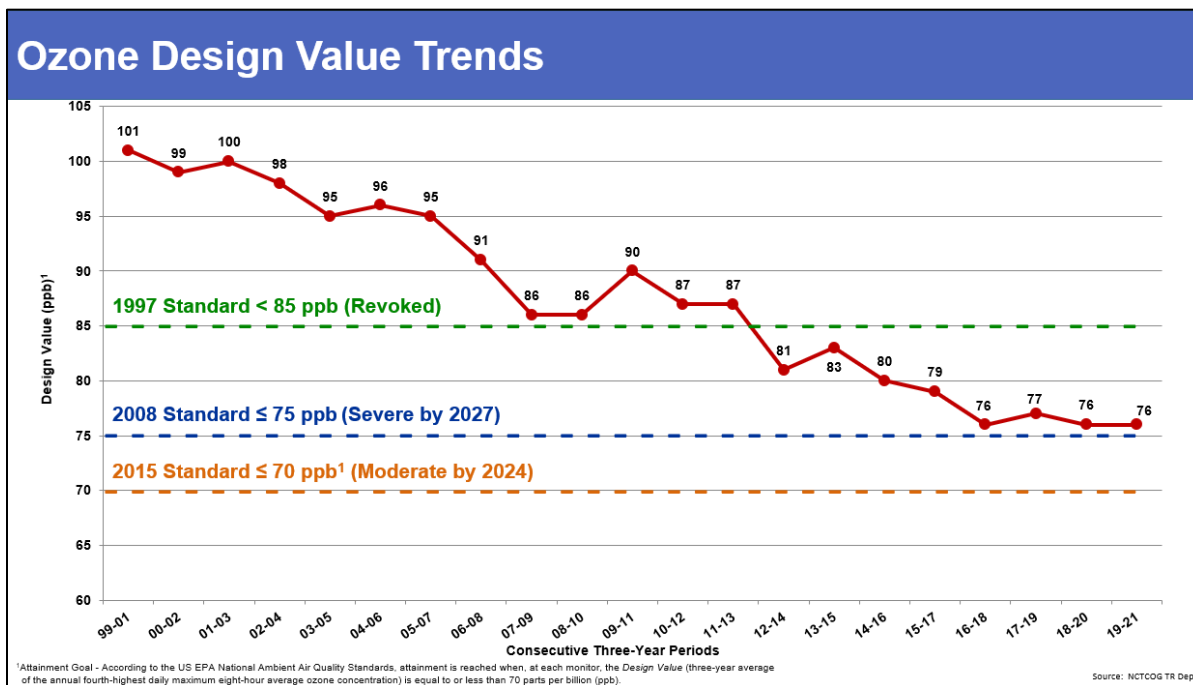
Senior Program Manager
North Central Texas Council of Governments

KR:tmb
Attachment

**WRITTEN COMMENTS FROM NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
RE: Docket No. EPA-HQ-OAR-2019-0055.**

1. Support for Option 1:

EPA's Option 1 is the preferred proposal that, if achievable, can result in significant emission reductions and health benefits. Option 1 approaches reductions in a faster timeframe and remains sensitive to multi-pollutant impacts, including particulate matter (PM). For the Dallas-Fort Worth (DFW) nonattainment area under two ozone standards (see graph below), emissions reductions need to occur as soon as possible.



2. HD Truck Emissions Reduction Technology Constraints:

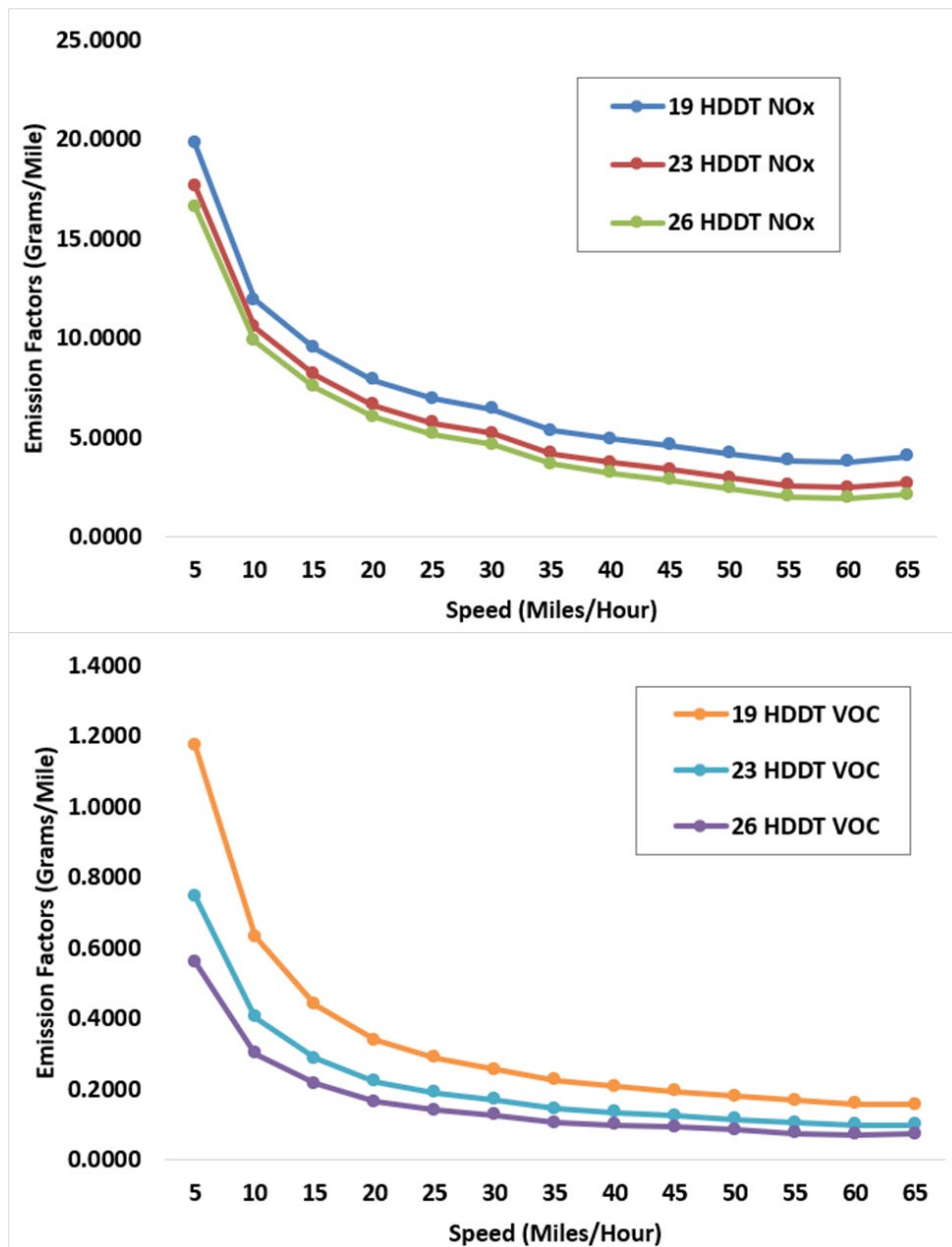
The North Central Texas Council of Governments (NCTCOG) observes that the proposed and significantly lower NO_x engine standards will be difficult to achieve and maintain for diesel engines due to literature suggesting diesel vehicles operating in real world environments with current technologies are unable to meet existing 0.2 g/bhp-hr NO_x standards. A 2019 EPA report¹ covering the Motor Vehicle Emission Simulator (MOVES) model points out that selective catalyst reduction (SCR) technology, when employed at low speeds in real world operations, did not achieve the NO_x reduction that the Model Year 2010 diesel emissions standard intended. When a diesel vehicle is traveling on non-freeway facilities, such as arterials, collectors, and local streets, the diesel engine is experiencing low temperatures at which current technologies are unable to function properly. In addition, when a diesel vehicle is on the freeway in either recurring congested conditions or within a non-recurring situation (i.e., crash or accident) the diesel engine experiences low temperatures and, therefore, excessive emissions. The two graphics below

¹ U.S. EPA. *Updates to MOVES Heavy Duty Running Exhaust Rates: Diesel, Gasoline, and Natural Gas*. <https://www.epa.gov/sites/production/files/2019-06/documents/04-updates-hd-running-exhaust-rates-2019-04-10.pdf>.

from EPA's MOVES model show that when diesel engine equipped trucks are experiencing speeds below approximately 35 mph, their emission rates significantly increase. These conditions are more likely to occur around neighborhoods and heavily populated areas, compounding local health impacts.

(Please note that the Heavy-Duty Diesel Truck (HDDT) in the graphs below is the Combination Long-Haul Truck (Diesel) vehicle type in the EPA's MOVES model.)

Proposed lower standards need to have Original Equipment Manufacturers' (OEM) buy-in to develop appropriate technologies, and the certification rules on these technologies need to take into account real-world operating conditions so outcomes in the lab are reflected in the environment.

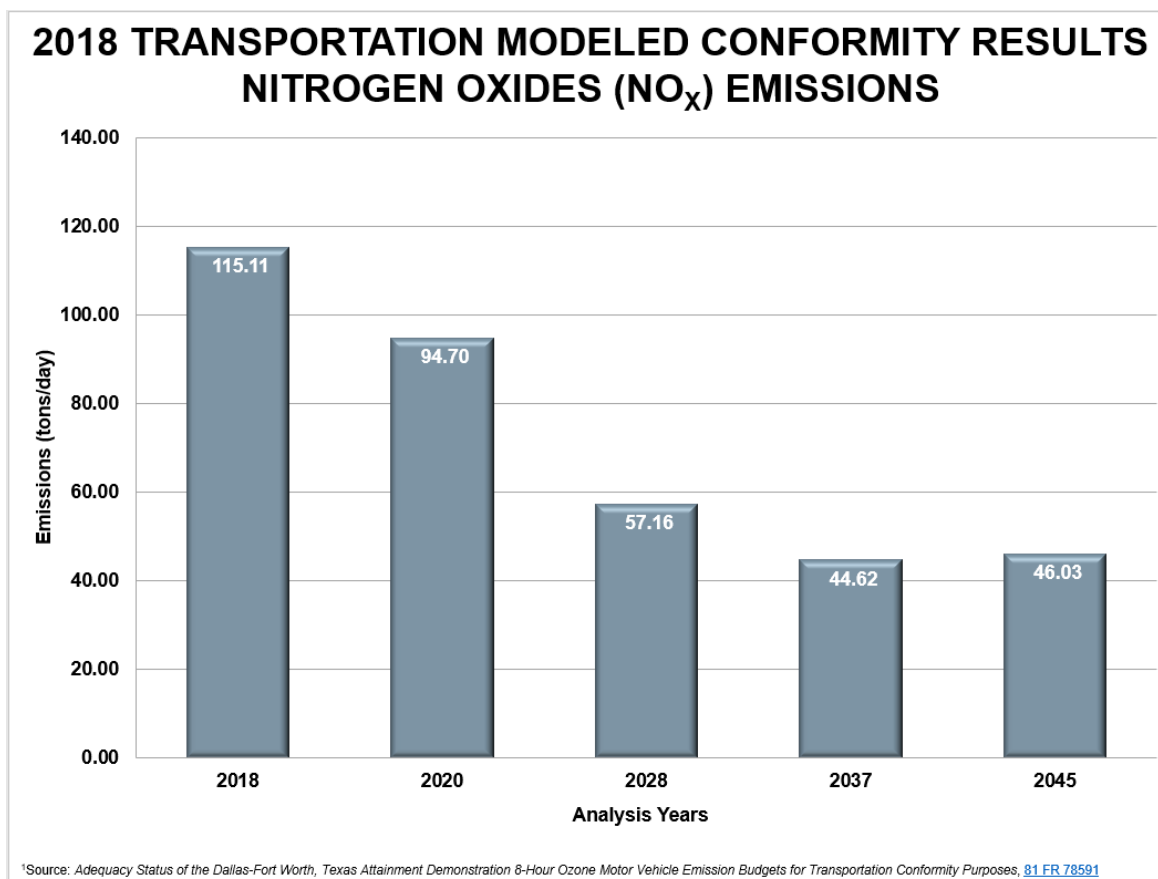


3. Addressing Legacy Heavy-Duty Trucks (HD Trucks Model Years 2010 and Older without SCR and Trucks Model Years 2011 and newer with SCR):

EPA must ensure that legacy HD trucks are still maintaining their emissions components and staying compliant with Clean Air Act requirements with regard to emissions component tampering and deterioration. To continue efforts, EPA must address legacy HD trucks and vehicles by providing funding incentives for replacing diesel engines with newer alternative fuel vehicles. Also, efforts to identify HD trucks on roadways that are in need of repair and HD trucks that have been tampered with must continue to be supported through state Inspection and Maintenance programs and other initiatives, including roadside inspections. NCTCOG supports the EPA's current anti-tampering efforts outlined in the 2020 National Compliance Initiatives and encourages significantly more attention to minimize excessive vehicle emissions.

4. Transportation Conformity:

Transportation Conformity is a planning requirement carried out by a regional Metropolitan Planning Organization (MPO) to ensure long-range transportation plans are consistent with air quality goals established to bring a region into compliance with National Ambient Air Quality Standards (NAAQS). Due to increases in truck population and urban congestion, emission inventories are beginning to show increases over time. Addressing engine standards now can aid in maintaining the reduction trend of future year emission inventories which will allow for successful USDOT conformity determinations. The chart below shows this emerging future year situation.



Environmental Defense Fund

Dallas workshop showcases Texas-sized excitement for ZEV trucks

By Phillip Martin

Last week, EDF and the [North Central Texas Council of Governments](#) hosted a daylong workshop on the state of zero-emission heavy-duty vehicles in Texas. Over 100 fleet owners, managers, industry experts and government officials came together to discuss the latest technology for hydrogen and electric trucks, the state of the Texas grid and go along for a ride-and-drive on some of the latest truck models on the road.

The transportation sector is the largest source of climate pollution in the U.S., and medium- and heavy-duty vehicles are responsible for more than half of the smog-forming pollution from the sector. Freight trucks and buses also consume more than 55 billion gallons of fuel annually at a significant cost for truckers and fleets.

EDF is committed to helping fleets of all sizes transition to cleaner ZEV truck models and in the process cut dangerous air pollution and protect the health of communities. That's where this workshop comes in.

EDF and NCTCOG provided educational tools and resources for attendees, as well as facilitating robust discussions with everyone from university researchers to fleet owners currently operating ZEV heavy-duty trucks in Texas. Congressman Marc Veasey (TX-33), a member of the U.S. House Committee on Energy and Commerce, was also on hand to talk about the federal infrastructure bill and the historic opportunities and investments for greener fleets and ZEV vehicles the law offers.

[Dallas workshop showcases Texas-sized excitement for ZEV trucks](#)**CLICK TO TWEET**

Attendees were able to learn more about:

- **Regional air quality** — Ann Xu, co-founder and CEO of ElectroTempo, presented detailed mapping for the Dallas-Ft. Worth and Houston regions, underscoring the fact that heavy-duty trucks account for only 3% of the vehicles in Texas yet 60% of the transportation-related nitrogen oxide emissions.
- **ZEV technology** — A conversation with fleet operators — including HEB, Nikola, Hyliion, Lonestar SV— showcased best practices for transitioning truck fleets to ZEV options, reviewing everything from hydrogen long-haul trucks to battery-operated yard mules for warehouses.
- **Utility and charging infrastructure** — Presentations from Oncor, the largest local utility in the region, as well as national vendors gave attendees insights into the considerations and decision points any company needs to make when setting up charging infrastructure at depots and warehouses for their ZEV trucks.
- **Funding options** — The workshop concluded with an in-depth conversation on the financing options and government grants available to fleet operators of all sizes, including extensive lists and resources companies should consider when planning transitions to zero-emission heavy-duty trucks.

A working group is meeting to prepare a similar workshop in the Houston region this coming fall, stay tuned for more details. The Texas legislative session is coming up soon, and opportunities abound to harness and utilize existing momentum for heavy-duty ZEV trucks in the Lone Star State.

Denton Record Chronicle

DCTA approves \$1.5 million GoZone booster aimed at dropping wait times

By Justin Grass Staff

The Denton County Transportation Authority will allocate an additional \$1.47 million to its GoZone contract in hopes of bringing down wait times, which climbed in March to an average of 28 minutes.

At Thursday's DCTA Board of Directors meeting, representatives from GoZone contractor Via Transportation presented two options for additional "investment" in the service, as a way to address deteriorating service quality. The two main metrics used to show that were the percentage of rides deemed unavailable and average wait times.

March data presented at the meeting shows seat unavailability — meaning a ride attempt that would take over 30 minutes to arrive, showing the user no ride is available — rocketed up to 17% of total rides booked on the GoZone app. That percentage came in at 10% and 11% in the previous two months, which was already making it a particular point of concern for board members.

Average wait times have seen similar increases from month to month. In March, the average proposed ETA for a ride reached a new high of 24.5 minutes, with the actual average wait time coming in at 28.2 minutes. Board members have made it clear those numbers need to come down.

"The increase in wait time is not ok," Highland Village representative Dianne Costa said. "It's just not ok. If we're going to continue ... to encourage [the service], how do we do that but go, 'Oh, you may not get a ride,' or maybe the wait time's going to be 26 minutes."

Via has pinned the problem on increasing demand, as GoZone's vehicle hours are set to be cut back to prevent DCTA from going over the "not to exceed" amount in the first year of the contract. The contractor suggested that will worsen the wait time issue even more in future months.

To address the problem, Via has proposed DCTA provide more funding to the service, which it called an additional "investment." A "medium" and "high" investment options were [presented to the board last month](#). According to that presentation, an investment of just over \$1 million would get ETA times down to 15 minutes and seat unavailability down to 2.5%.

However, Thursday's presentation adjusted those numbers, with the max investment option now coming in at \$1.47 million. Via projects that investment would still drop the ETA average to 15 minutes, but would only drop seat unavailability to 5%.

"We updated that analysis with an additional month of data," Via presenter Ari Luks said. "Without any additional investment in the service, we believe that wait times will continue to deteriorate. ... We would expect the seat unavailable percentage to continue to climb as the number of hours are constrained and demand remains strong."

The highest option would increase vehicle service hours by over 35,000, meaning more vans would be out on the street to take rides from the app. Paul Cristina, DCTA's interim CEO, framed the investment as an "interim improvement" for the contract's first year. DCTA staff recommended its approval, but if the

board voted not to go through with the investment, the service hours would get throttled back “to keep the thing going,” Cristina said.

Several board members were willing to go through with the investment, including Lewisville Mayor TJ Gilmore, who said the past month’s sales tax collections could cover the highest option.

“I want to see what this service can do unconstrained,” Gilmore said. “I don’t think this is a medium versus high argument. I think we go high ... this is a massive game changer for residents. ... What’s the worst case? We have to bring it down a notch for next year.”

Denton representative Alison Maguire had reservations about the high investment option. She said she was open to the smaller option — a \$916,264 investment — as a “stopgap measure to make sure that we’re not having these unacceptably high levels” of unavailable rides and wait times.

“I really want us to remain focused on the goal of increasing fixed route ridership, because of the high potential for efficiency there,” Maguire said.

Maguire took up a compromise brought up by Gilmore, who suggested the low investment level be applied to the Denton zone and the high investment level be applied to the Lewisville zone, which doesn’t have any fixed route bus service. That compromise faded after further discussion, including from Gilmore, who addressed bus route efficiency.

“There’s a narrative out there in the marketplace that this board has been tinkering and trying to destroy fixed route buses, and that’s not at all the case,” Gilmore said. “We have a suite of professionals back here that have been designing and trying to find a way to hit those industry metrics. With the budget that we have and the resources that we have, fixed route has never met those numbers, except Route 7 borderline.”

Ultimately, a motion passed to provide the \$1.47 million investment, with Maguire the only board member to vote against its approval.

Fort Worth Report

Fort Worth-area growth has made flooding worse. A new regional water study could offer solutions.

By Sandra Sadek

During one of last spring's heavy rainfall, the Fort Worth Joint Reserve Base observed over three inches of rain near the city of White Settlement. [Reported flash floods swept people away.](#)

That incident is just one of the examples of the impact of Fort Worth's westward expansion, which has increased the risk of flooding of the Farmers Branch Creek into the Texas Army National Guard's armory and nearby residences.

"If we don't do something and we're not proactive, something will happen. It'll get worse," White Settlement City Manager Jeff James said.

The city of White Settlement is working with the North Central Texas Council of Governments and the Texas Military Department to address flooding along the arms of the Farmers Branch Creek that have cost millions of dollars in damages to the area over the years.

"Progressively over the last few years, we happen to be kind of toward the end of that creek as it is trying to get all that water into Lake Worth," James said. "And so, as that water accumulates and it's going through our town, we've had to progressively work on this creek to kind of mitigate some flooding issues."

The \$1 million project also is part of a larger program that the North Central Texas Council of Governments is spearheading called the [Upper Trinity River Transportation and Stormwater Infrastructure Project](#). The goal is to study and find ways to address flooding risks of the growing Fort Worth-Dallas area.

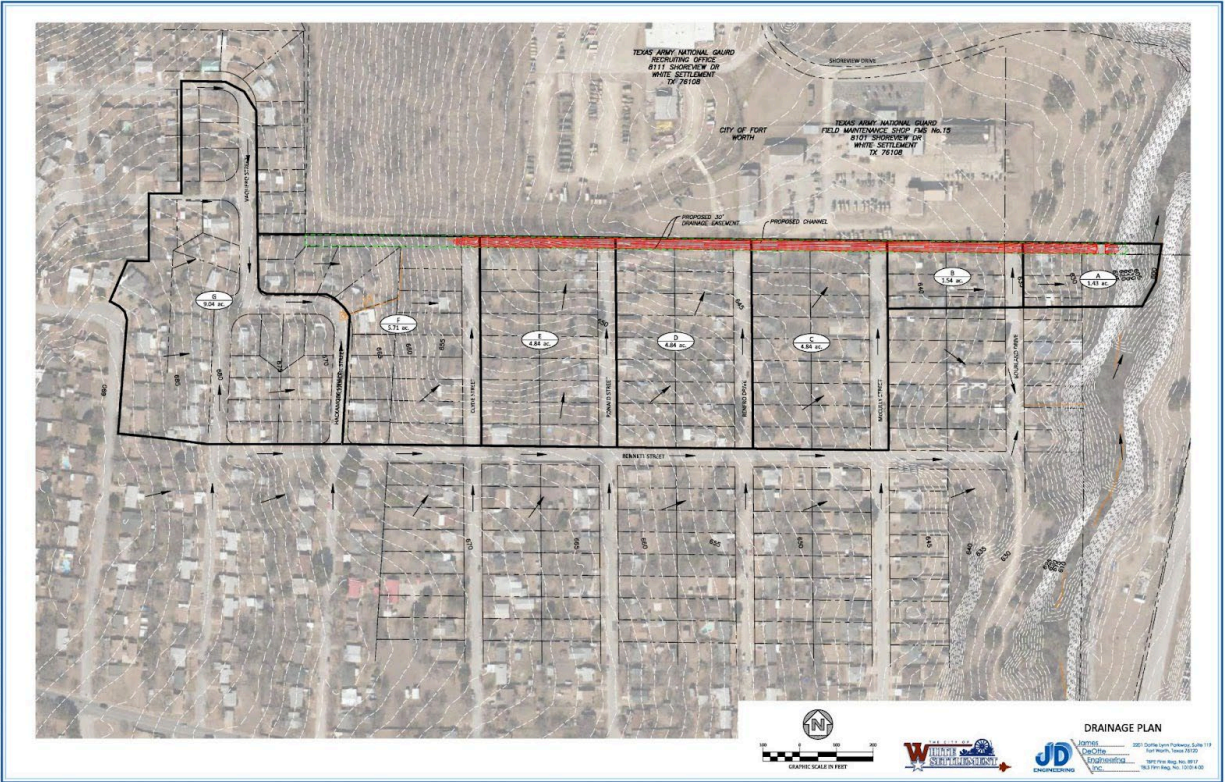
"This is a little project embedded in a much larger analysis, but it's having very localized flooding impacts on the city of White Settlements, residences, and on the National Guard property," said Dan Kessler, assistant director of transportation at the North Central Texas Council of Governments.

Local collaboration

The local project on the city limit between Fort Worth and White Settlement would expand the existing channel of the Farmers Branch Creek to accommodate more water on heavy rainfall days. The channel is between the armory and the edge of a residential area.

In an email statement to the Fort Worth Report, the Texas Military Department said it is working with the cities of Fort Worth and White Settlement on this project. Officials said White Settlement conducted a drainage study, which will result in the armory property losing 30 feet of property.

The White Settlement residential neighborhood that backs up into the Shoreview armory property has caused flooding in the past, the Texas Military Department said.



Caption: The Farmers Branch Creek flood control project is located between the Texas Army National Guard's armory and a residential area on the border between Fort Worth and White Settlement. (Courtesy of the city of White Settlement)

The city of White Settlement already committed \$500,000 in funding for this project. It will be responsible for maintaining the property as well.

The North Central Texas Council of Governments said it is applying to the [Local Defense Community Cooperation program](#) to cover the other \$500,000 needed for this local project.

Kessler said there is an early indication that the council of governments could be accepted as one of the limited recipients of the \$90 million grant program.

“This idea of improving the resiliency of the system, I think, would certainly qualify,” Kessler said.

The grant is expected to be awarded in the fall.

Regional Solution

As the region continues to welcome more residents, the risk of flooding rises with an increase in development. The North Central Texas Council of Governments is working with the U.S. Corps of Engineers, the Trinity Water Authority, the Tarrant Regional Water District and municipalities to conduct a regional study called the Upper Trinity River Transportation and Stormwater Infrastructure Project.

The program is set to look at the Trinity River system and how to better equip the local infrastructure to survive heavier rainfall.

“We forget we go through these periods where we don’t have as much rain, but when we have it, it seems like we have a lot of it,” Kessler said.

According to a [2019 presentation](#) from the U.S. Army Corps of Engineers and the North Central Texas Council of Governments, only 46% of the Trinity River Basin is regulated. Increased flooding has cost the state of Texas about [\\$150 billion since 2015](#).

“Even though development complies with our regulations, you’re adding more and more impervious surfaces as the area develops,” Fort Worth [stormwater program](#) manager Jennifer Dyke said. “There is an impact of adding more and more impervious surface on flooding.

Cumulatively, as you add more and more, that can increase flooding in certain areas of town.”

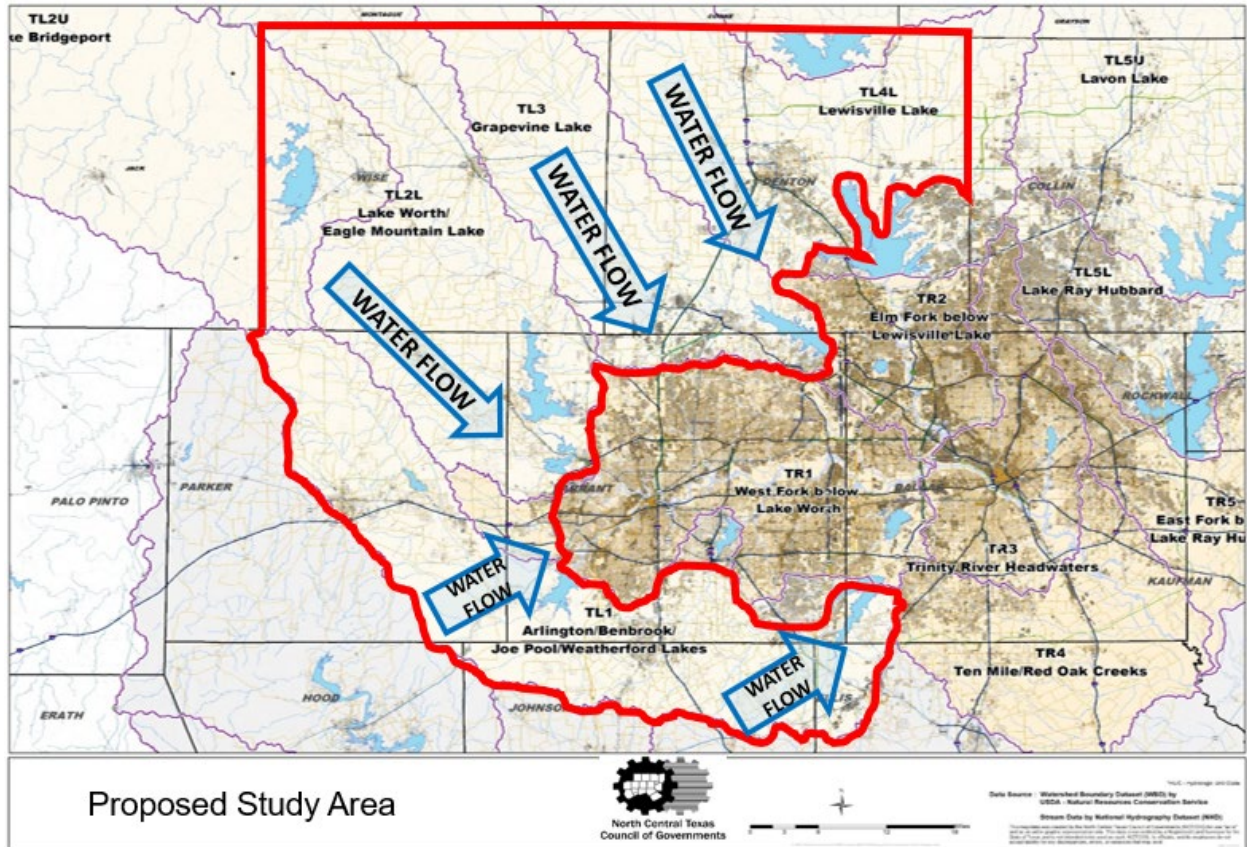
The city of Fort Worth also is working on [identifying hazardous road locations](#) that flood and finding ways to make them safer. Over 300 potentially hazardous locations have been identified within the city at risk of flooding.

Edith Marvin, director of environment and development at the North Central Texas Council of Governments, said the Trinity River basin project will help the region get in front of growth.

The regional study will take three years and is expected to cost \$10 million. All funding has already been secured, she said.

“The general population has begun understanding that, until we do something different in the way we plan, flooding is going to occur, it’s going to continue to occur as long as growth and development are happening, which we’re thrilled that that’s happening in our area,” Marvin said.

“But it’s one of the consequences because people don’t really do flooding studies until a subdivision is going in.”



The regional study will examine the water flow of the Trinity River Basin. (Courtesy of the North Central Texas Council of Government)

The project will focus on studying ways to improve transportation, stormwater, and environmental infrastructure to address the effects of growth in the area.

This should help reduce flood-related damage to roads and bridges and better designate stormwater areas that will absorb floodwaters.

“We didn’t want to focus on the areas that are already developed, where the biggest investment opportunities are already lost,” Marvin said. “When people build houses along the stream, down in the floodplain, it’s hard to fix that — and it costs a whole lot of money.”

KERA

Fort Worth trails other cities in metroplex in attracting new corporations, data show

By Seth Bodine

Despite Fort Worth's efforts to attract major corporations to the area, the city of nearly 1 million residents lags behind its closest competitors, attracting less than 50 corporations in the last decade.

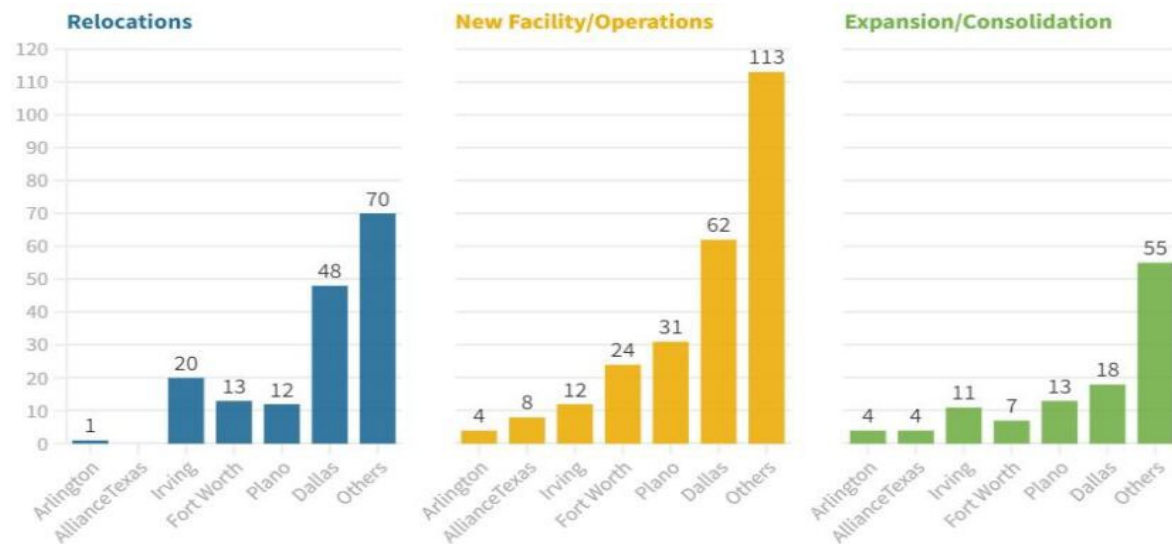
A Fort Worth Report analysis of Dallas Regional Chamber data compiled from news articles shows 44 corporations have either expanded operations, added new facilities or relocated their headquarters to Fort Worth since 2010. Compared with the total number for North Texas, that accounts for 8.3% of all announcements since 2010.

In total, 530 corporations announced big business moves to the region between 2010 and January 2022, according to the [Dallas Regional Chamber](#)'s data.

"That is a little bit of a concern if Fort Worth isn't really capturing its share of business expansion projects," said John Karras, vice president of business development for [TIP Strategies](#), a strategic consulting firm hired by the city in 2017.

Fort Worth ranks low compared to surrounding cities in company relocations and expansions since 2010

Fort Worth makes up just over 8% of the 530 companies that relocated or expanded to North Texas in the last decade.



Dallas Regional Chamber Sandra Sadek | Fort Worth Report

If a city's residential development outpaces its economic growth, it risks becoming a suburb. Karras and his team at TIP Strategies warned officials that if Fort Worth doesn't keep up with economic growth, it could become a suburb of Dallas.

"To be a thriving community, you really need a mix of residential employment and commercial investment as well," Karras said. "I think that there's less of a risk of (becoming a suburb) now, but that's still something that should be at the forefront of local leaders' minds as they make decisions from everything, like land use and infrastructure."

Balanced development creates a balanced tax base so the city can provide amenities like proper infrastructure, parks, and fire and police departments, Karras said.

City Council approved an [updated version of the economic development plan](#) in February, according to previous reporting by the Fort Worth Report. Karras describes the economic development environment in Texas as competitive because of tax advantages, affordability and the state's central location.

Fort Worth also has the [least amount of funds](#) dedicated for "closing deal money" compared with other cities in the area to financially lure companies to relocate to the area, according to an informal report issued to city council. The council approved using [Tax Increment Financing Districts](#) a portion of money dedicated to improving infrastructure in a certain area for economic development.

Attracting projects to Fort Worth

Cowtown was a natural choice for [Western footwear company Ariat](#) to establish its latest U.S. regional [distribution hub and corporate office in 2020](#). Ariat CEO Beth Cross said part of the choice is geography.

"It's completely justified by how important that part of the world, that part of the country is for us," Cross said. "So it was, without a doubt, critical to the business. It's really consistent with the brand values."

Cross told the Report Ariat received some incentives from the city, which she could not share, as well as a \$750,000 grant from the governor's office from its [Texas Enterprise Fund](#). This fund allows companies considering Texas for a project to apply for "deal-closing" money.

Fort Worth was on the shortlist to land an attractive, cutting-edge company — electric truck maker [Rivian](#). Fort Worth and the state came up with an incentive plan valued at about \$500 million, but the plant ended up in Georgia following a [full-court press](#) from that state.

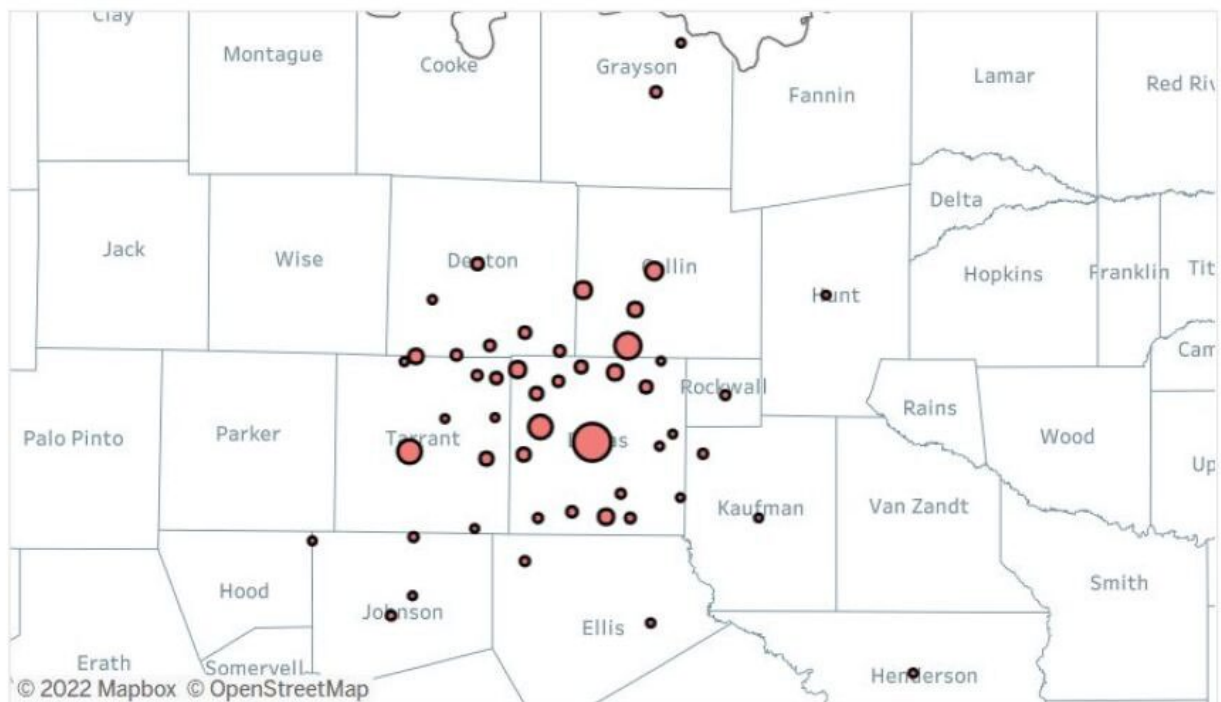
Electric battery company [Schumacher](#) announced its [headquarters relocation](#) to Fort Worth in July 2021, consolidating with its distribution operation in Dallas. CEO Mickey Leech said the move near the American Airlines Center has been beneficial in finding workers but when the company reached out to the local community for assistance with moving into this new facility, nothing "panned out."

“Our landlord helped us find a great space that we can do everything under one roof,” he said. “And we’ve had no interaction from the city of Fort Worth. We’ve had no interaction from the business community.”

Schumacher Electric also received incentives from the state’s Texas Enterprise Fund but did not accept them, Leech said.

Corporations choose Dallas, Plano over Fort Worth

Since 2010, **nearly 25%** of companies with sights set on North Texas have either moved to or opened new facilities in Dallas. For Fort Worth, that number is just over 8%.



Note: This map excludes 10 companies whose locations have yet to be announced, as well as four companies whose locations are metronlex-wide

Alexis Allison | Fort Worth Report/Dallas Regional Chamber

When a company wants to relocate, it often consults a site selection consultant and gives them specifications for what the business is looking for, such as acreage of land and building size, said Robert Sturns, the economic development director for the city of Fort Worth.

Then, the site selector sends that information across the country and communities like the City of Fort Worth respond and compete with other cities for the company. The process remains a secret under a nondisclosure agreement until the company chooses Fort Worth and is presented to City Council for approval, Sturns said.

“Typically, we will have everything kind of buttoned-up and we’re 99% sure that the deal will go forward before we take something to council,” Sturns said.

The city of Fort Worth has two main incentives: [Chapter 380](#) and [tax abatements](#). Not all companies want incentives when relocating, Sturns said.

Chapter 380 grants reimburse businesses for taxes it has already paid to Fort Worth based on how well they stick to their incentive agreements. Companies have to submit documentation yearly to show they met the promises in the agreement. Incentives can be revoked or reduced if a business does not meet the requirements.

The city has investment requirements, job creation requirements and average salary requirements for a company to be eligible to receive incentives from the city of Fort Worth, Sturns said.

The pipeline for companies remains robust, Sturns said. About 40% of incentive projects are in the manufacturing, industrial and logistics industry, and he sees that as a space to grow. But interest in office space is down, he said.

“People are still trying to determine, you know, kind of going back to work schedules, and what that looks like, and what their needs are going to be,” he said.

Growing jobs vs. relocating

Firms up to 1-year-old accounted for 29,979 Fort Worth jobs in 2019, according to an [annual report](#) from Sparkyard, an organization that supports entrepreneurship in Fort Worth.

The Sparkyard analysis is informed [by research](#) from the philanthropic organization the Kauffman Foundation which found that, between 1980 and 2005, all net new job creation in the United States came from firms less than five years old.

Cameron Cushman, assistant vice president for innovation ecosystems at the University of North Texas Health Science Center, said relocations can do only so much for the local economy.

“One of the dirty little secrets of economic development is that a lot of times when these companies move from one city to the other, they’re not actually creating jobs,” Cushman said. “They’re just shifting them from one place to another. A startup, when you think about it, can only inherently create jobs.”

The city has recently added an [entrepreneurship and innovation committee](#), led by District 7’s Leonard Firestone, to discuss ways to grow startups and small businesses.

The city is eyeing tech as an industry that could see growth and is partially funding an incubator program [focusing on physical health technology](#), according to past reporting by the Fort Worth Report. By growing the industry from the ground up, it could help the city attract bigger companies that need a large, specialized workforce.

“You kind of have this chicken and the egg thing,” Sturns said. “You’re trying to recruit the workers to recruit the companies because they’re looking for the workers, but you can’t get the companies if you don’t have the workers.”

The Guardian

‘It’s just more and more lanes’: the Texan revolt against giant new highways

Residents are voicing fury over expansions set to displace thousands while Biden’s administration last year launched an investigation into a Houston project.

By Oliver Milman in Texas

Texas, with its wide-laned roads and supersized highways, seems like an unlikely place for a rebellion against the supremacy of American car culture.

But last week a band of residents from across Texas descended upon the state’s department of transportation (DoT) to voice fury over new highway expansions that are set to displace thousands of people and raze hundreds of businesses, schools and churches. Meanwhile, the state is actively crushing local plans to encourage more cycling and walking as an alternative to driving.

Festering concern over the seemingly endless swelling of highways has even sparked an unusual intervention from the federal government, with Joe Biden’s administration launching a civil rights investigation last year into the Houston project that has paused its construction. “Federal transportation department monitoring and intervention on civil rights grounds is rare,” said Theodore Shaw, director of the center for civil rights at the University of North Carolina. “The courts have not done much about it.”

Holding signs riffing off familiar tropes in this conservative state, such as a picture of a bicycle under the words “Come and take it”, several dozen protesters rallied outside the Texas department’s headquarters in the shadow of Texas’ pink-hued capitol in Austin.

“It’s just plain Jane boring lanes, more and more lanes,” said Fabian Ramirez, a structural engineer whose property in Houston’s Northside district is set to be flattened as part of a controversial [\\$9bn project to widen and realign the city’s highways](#). “There’s no train, there’s no bus, there’s no anything that supports mass transportation. It doesn’t exist. They [Texas DoT] love concrete. I mean, geez. I love building stuff, but I also have a moral compass.”

Ramirez said repeated expansions of highways in Houston have invariably destroyed homes in Black and Latino neighborhoods like his. “All of these Black and brown neighborhoods are being attacked by this expansion,” he said. “I should be able to enjoy being Mexican in Houston in 2022 without somebody trying to push me out of my neighborhood.”

City leaders in Texas, meanwhile, have also started to question the car-centric status quo. San Antonio planned to narrow a two-mile stretch of Broadway Avenue, a key thoroughfare, and add protected bike lanes, only for Texas DoT to overrule the city in January to halt it, citing fears over worsened traffic congestion. Ron Nirenberg, San Antonio’s mayor, accused the state of “1950s thinking” and a “religious fascination” with highway expansions.

“Five years ago, the idea that there would be any elected officials publicly opposing a freeway widening would seem farfetched,” said Jay Crossley, executive director of Farm and City, a non-profit that works on Texas urban living issues. “A lot is changing in Texas.”

But the federal government is still [funneling \\$350bn to the states](#) for highways via the infrastructure bill, a situation that experts warn could wreck the US' climate targets by spurring more car driving and planet-heating emissions. While some states, such as California, have started to [recognize studies](#) that show if you sow more asphalt you simply reap more traffic, Texas is pushing ahead with an unprecedented blitz of new road space for cars.

"This is a make-or-break moment. How the states use those highway funds will basically determine whether we meet our transportation emissions goals," said Ben Holland, an urban design and land use expert at RMI, a clean energy non-profit.

Beyond the highway expansion in Houston, Texas is upsizing major roadways that carve through Austin and El Paso, as well as eliminating the planned bike lanes and pedestrian crossings in San Antonio. The frenzy of road building is [championed](#) by Greg Abbott, the Texas governor, as a response to the state's ballooning population, which grows by about 1,100 people a day, and driver frustration over gridlock.

"Highways are essentially fossil fuel infrastructure, but we haven't really heard about them in climate discussions until now," Holland said. "It's just been universally accepted that it's too hard to get people out of their vehicles and provide alternatives. There is certainly a car culture here, but in large part that's because it's been mandated."

In Texas, the mandate for the supremacy of roads comes via the state constitution, which requires that highways are funded to the exclusion of almost anything else that moves people around. About 97% of the \$30bn a year [the state gives](#) its transportation department is spent on highways, leaving very little for buses, trains or bicycles. This focus is etched into the stone of the department's headquarters, which is named the State Highway Building, a title carved above a triptych of native Americans on a horse, a pioneer wagon and a car.

Last week, the monthly public meeting of Texas' four transport commissioners was thronged with protesters who took turns to denounce the highway expansions. A teacher spoke of students who missed school because no one with a car was able to take them, while a young man recounted how he has to walk alongside a busy highway each day to get to work. Several demanded that San Antonio, and other cities, be allowed to give room to cyclists and pedestrians.

"The constant never ending buzzing of cars, the honking, revving of engines at all hours and exhaust from vehicles idling in traffic causing a stream of pollution, make it hard to sleep and enjoy being outside in my own neighborhood," said Tiffany Valle, a Houston resident. "The sounds of songbirds are drowned out by the cacophony of cars from the unnatural river of concrete."

Several protesters also decried the death toll on roads which has, across the US, increased since the start of the Covid pandemic. "I am done accepting that people have to continue to die in cars," said Kelsey Hughes, an Austin resident who said she lost four members of her church group in a car crash. "We're here to say we've had enough. We want to live in a world where we walk to school, into grocery stores, where we bike to work and where we take high-speed trains to visit our family members."

Despite a high-profile road safety campaign by Texas DoT, more than 4,480 people were [killed](#) on the state's roads last year, a situation critics say is exacerbated by the creation of

ubiquitous, wide highways that encourage fast driving, coupled with a lack of safe pedestrian crossing points or bike paths, which are included [along just 0.5% of the 80,000 miles](#) of road overseen by Texas DoT. Houston is the deadliest major metropolis in the nation for drivers, their passengers and those who are mown down by cars, [according to the Houston Chronicle](#).

Across the US, more than 90% of the top pedestrian fatality hotspots are on roads with three or more lanes, according to [a federal government analysis](#) released in January that also found that fatalities among pedestrians and cyclists are rising faster than those within vehicles. “People walking and biking suffer disproportionately from serious injuries and fatalities when a crash occurs compared to people in vehicles,” the report adds.

America’s zeal for large, wide roadways can be traced back to the federal highway act of 1956, which spawned what was the largest public construction program in US history. A new network of 41,000 miles of highway would crisscross the country, connecting cities, improving travel times and helping upgrade roads that were in a dangerous condition. Dwight Eisenhower, then US president, called the project “essential to the national interest”.

Throughout the 1960s and 1970s the highways were, however, pushed through the core of America’s cities, mostly through communities of color that didn’t have the political clout to avoid being uprooted. An [estimated 1 million people](#) were forced from their homes as hulking highways cleaved neighborhoods in half, transforming dense, walkable communities into dislocated, often forlorn places that were left with a stew of toxic air pollution from the rumble of passing cars and trucks.

As the highways filled up with traffic, a series of road expansions and widenings occurred, causing more displacement and in many places failing to alleviate the congestion. This is because of what economists call “induced demand”, a theory that was put forward as [early as the 1960s](#) to argue that building more roads only leads to more cars.

This concept has been bolstered by [subsequent research](#) that has shown that the amount of added road capacity in US cities has caused a lockstep increase in the number of miles driven. Essentially, wider highways may provide some temporary respite to congestion, but this just encourages more people to drive in the “improved” conditions, leading to more traffic and eliminating any initial benefit.

Trains and buses can share the load, especially for people unable to afford the punishing expense of a car, but experts say the root of the issue is that most roads are free to use and subsidized by government. “Anytime you make something cheaper and more convenient to use, then people will use more of it,” said Holland.

A prime example of this self-enforcing loop is found in Texas, where the Katy Freeway purportedly became the widest freeway in the world when it was broadened [in 2008 at a cost of \\$2.7bn](#). Covering 26 lanes, including its feeder roads, the freeway spears into into the west flank of Houston and was touted as the ashen jewel in the city’s crown, a sea of grey that would conquer congestion.

Instead, commute times for most drivers [worsened](#). “The Katy Freeway is the classic example of hope over experience, that this will be the 12ft of pavement that will make congestion go away,” said Michael Manville, an expert in urban planning at the University of California. “If gasoline

was free and we simply built more gas stations when we had a shortage that would be an insane scenario, but we suspend that understanding with roads. We just build more lanes.”

If wide roads did solve congestion, Houston would be a freewheeling racetrack. Hefty, capacious highways encircle and burrow into the city like a tangle of concrete serpents, taking visitors on an often-bewildering journey where nothing but highways can be seen, as if the roads themselves constituted the fabric of the city, rather than people or homes or parks.

Houston has 6,200 miles of roads – enough to stretch to Moscow – but less than half of those miles have sidewalks and fewer still adjoin any sort of shared public park or plaza, an epitome of US city design that is all corridors and no living room. “We are habituated to driving everywhere,” said Asha Weinstein Agrawal, an urban planning expert at San Jose State University. “But it’s not innate to the American genome. If you show people there are alternatives that are cheaper and better, they are intrigued.”

The latest highway expansion and re-routing, called the North Houston Highway Improvement Project, will in [certain sections](#) bring a 24-lane highway to Houstonians, more than doubling the width of the roadway in locations near downtown to 570ft. More than a thousand residencies are to be torn down [as part of this vision](#), along with five churches, two schools, the city’s Mexican consulate and hundreds of businesses ranging from dentists to Vietnamese restaurants.

A Texas DoT spokesman said is a “false assertion” that the paused project will worsen congestion, adding that the strong population growth around Houston would have left the city and surrounding county in “far worse shape” if the Katy Freeway hadn’t been expanded.

“[Texas DoT] has implemented an unprecedented effort to listen, be responsive and inclusive to delivering transportation solutions for this corridor that would prove to be least invasive, unifying and contemplative of building a project that will improve safety, operations, enhance quality of life, be a catalyst of economic development and promote livable and enjoyable places and spaces for all,” the spokesman said.

The pattern of such enlargements can be measured in family histories. Tanya Debose’s grandfather once owned a home next to where the I-45 runs now, only for the dwelling to be torn down when it widened. Her grandmother lost a home to the expansion of the I-10 in Houston’s Fifth Ward.

Debose is now a community liaison and organizer for Independence Heights, an historic black neighborhood that is set to lose dozens of homes as well as its Greater Mount Olive Baptist church, a century-old structure that is perched next to the relentless automotive white noise of the I-45.

Debose is disheartened by the cycle of displacement but is hoping to draw funding commitments from Texas DoT to help reinvigorate Independence Heights, bringing back the sort of walkable place she grew up in where Black-owned grocery stores, hairdressers and other businesses clustered in a tight-knit community.

The threat of flooding – a number of houses around the church are still boarded up or have tarpaulin roofs from when Hurricane Harvey dumped a trillion gallons of rain on Houston five years ago – will also need to be addressed before another storm sloshes down the extra miles of impervious, flood-prone concrete.

“The civil rights investigation is only a drop in the bucket, they need a civil rights investigation into housing, health, everything,” she said. “They need to rethink this highway, so it doesn’t just benefit one neighborhood and trash another neighborhood. It’s always communities of color that are displaced. We don’t know which way to turn, we are kind of stuck in limbo.”

Others will struggle to ameliorate the impact of the latest highway outgrowth. Bruce elementary school, located within sight of Houston’s downtown skyscrapers, already sits next to a coil of different roads at the I-69 at I-10 interchange, all at different heights and angles, giving the impression of a constant moving wall of metal and noise. The project will bring the highway to the school’s gate line, within 40 meters of its students.

Texas DoT [claims](#) the project will result in better air quality because of improving vehicle emissions technology and the addition of “express lanes” that will carry buses, car pools and future autonomous vehicles but Bruce elementary already has an asthma rate double that of the city average and Air Alliance Houston, an environmental group, estimates emissions of benzene, a carcinogen, [will increase here by 175% once the highway is closer](#).

About eight crossing guards are deployed to help protect the children who have to traverse the highways to get to and from Bruce, but the fence of the school still has to be repaired several times a year due to cars crashing into it.

“When I think about the commute and air quality and things like that, that’s when we do become concerned,” said Shawn Nickerson, Bruce’s principal. Nickerson said the school is looking to install air pollution monitors and keep children indoors during recess on smoggy days.

“The highway is coming closer and closer, and you think, ‘Where are the kids going to play?’ Around here you see some people walk out of necessity, but just walking around to enjoy your neighborhood? That’s not something you really see here.”

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NBC DFW

Dallas Police Shut Down Accused Fake Paper Tag Dealer

[Man admits to printing multiple fake and fraudulent paper tags, police say](#)

A man is in custody, accused of selling counterfeit temporary paper license tags in Dallas.

According to Dallas police, the department's Auto Theft Task Force arrested 43-year-old Wayland Wayne Wright and shut down what they described as a "paper tag mill" during an undercover operation after receiving a tip from a citizen.

Wright was booked into the Dallas County Jail Tuesday afternoon on a charge of tampering with a governmental record with the intent to defraud. The charge is a state jail felony.

Dallas police said they executed a search warrant at a location on the 3600 block of Sunnyvale Street on April 20 where they found additional fake paper tags along with \$3,000 in cash.

Wright, according to a police statement, "admitted to printing multiple fake and fraudulent paper tags."

In an interview Tuesday, Dallas Police Lt. Julio Gonzalez told **NBC 5 Investigates** the department believes the suspected tag operation sold about 200 fraudulent tags, Gonzalez said the tag that an undercover detective purchased was a counterfeit tag and was not issued out of the Texas DMV's temporary tag system.

According to investigators, counterfeit tags are a growing trend.

Following nearly [six months of reports by NBC 5 Investigates](#), which exposed how crooks were able to get Texas car dealer licenses and sell hundreds of thousands of real tags, the Texas DMV has cracked down on those so-called "dealers" in recent months, suspending their access to the DMV's tag system. Police said crooks selling tags have now turned to tags that are entirely fake.

"What we still are seeing are the completely fictitious and created paper tags", Gonzalez told **NBC 5 Investigates**.

The 200 suspected fraudulent tags involved in Tuesday's bust is a relatively small number compared to the amount that may have been sold by some of the small licensed dealers **NBC 5 Investigates** exposed in a series of reports that began in November. Investigators believe one of those dealers sold 27,000 tags in a single week, bringing in an estimated \$2 million in profits.

But criminals who use fraudulent tags to create so-called "ghost cars" to evade police and commit other crimes only need to obtain one fraudulent tag. So, Dallas police investigators say they are committed to working with the DMV to take all of those tags off the streets.

"We have seen these fake and fraudulent paper tags that are used in street racing robberies, burglaries, stolen vehicles, and so it's very important that we go after those individuals that are defrauding the state of Texas," Gonzalez said.

Dallas Chief of Police Eddie Garcia said last month that his officers had begun working undercover to stop the illegal sale of Texas paper tags in the city. [Fort Worth announced a similar operation in February.](#)

Tuesday, police told **NBC 5 Investigates** that Tuesday's arrest was the first announcement in what they describe as an ongoing series of investigations.

Wednesday morning, jail records showed Wright remained at the Dallas County Jail on a bond of \$15,000. It is not clear if he has an attorney to speak on his behalf.

NBC 5 Investigates aired our first report in early November 2021 exposing how crooked car dealers were able to obtain dealer licenses by registering with the state and paying a fee and then using those licenses to print hundreds of thousands of tags, which law enforcement officials suspected were being sold for millions in illicit profits.

Last week, [state lawmakers in Austin, including Texas House Committee Chairman Terry Canales \(D-Edinburg\) pressed the Texas Department of Motor Vehicles for answers](#) about how the agency allowed the illegal sale of temporary license plates to spiral out of control and demanded that somebody had to answer for the debacle.

In February, the agency said it could not move faster to revoke dealer licenses until the legislature gave them that authority and the board implemented new administrative rules. Those changes went into effect earlier this year and [the agency has been able to shut down some dealers](#) suspected of paper tag fraud.

Dallas police continue to investigate reports of paper tag fraud and asks the public to report those selling fake or fraudulent paper tags to their Auto Theft Unit at 214-671-3535 or by calling the Texas Department of Motor Vehicles Enforcement Division at 888-368-4689.

PREVIOUS REPORTS

- May 18, 2022 - [TxDMV Names New Executive Director Amid Paper Tag Crisis](#)
- May 17, 2022 - [Vehicle Used in Dallas Salon Shooting Had Paper Tag](#)
- May 12, 2022 - [Ads for Fake Tags Persist, Despite Facebook, TxDMV Efforts](#)
- May 4, 2022 - [Texas' Paper Tag Problem Compounded by Small Dealers Misusing Them](#)
- May 3, 2022 - [Dallas Police Shut Down Accused Fake Paper Tag Dealer](#)
- April 26, 2022 - [Texas House Set to Hold Paper Tag Hearings](#)
- April 14, 2022 - [Texas DMV Cracks Down on Dealers Selling Temporary Paper Tags](#)
- April 13, 2022 - [TxDMV Closes Inspection Loophole That Put Unsafe Cars on Roads](#)
- April 12, 2022 - [Dallas Police Go Undercover to Fight Illegal Paper Tags](#)
- April 7, 2022 - [Police Warn of Fake Paper Tags Used to Cheat Car Buyers](#)
- April 5, 2022 - [Texas Senate Will Investigate Illegal Paper Tag Crimes, Smuggling](#)
- March 9, 2022 - [Texas Paper Tag Crime Danger Extends Nationwide](#)
- March 5, 2022 - [Texas House Will Hold Hearings on Paper Tag Mess](#)
- Feb. 28, 2022 - [License to Smuggle: Drug Cartels and Human Smugglers Use Paper Texas Tags to Evade](#)
- Feb. 15, 2022 - [Fort Worth Police Announce Special Operation Targeting Paper Tags](#)
- Feb. 14, 2022 -- [Crash Victim's Parents Want More Cops to Police Paper Tag Fraud](#)
- Feb. 13, 2022 - [More Funding Need to Fight Criminals Using Bogus Paper Tags: Police](#)
- Feb. 10, 2022 - [Police Report Drop in Fraudulent Tags But Warn Crooks Are Adapting](#)

- Feb. 9, 2022 - [Texas DMV Shuts Down Six More Dealers Suspected of Selling Paper License Tags](#)
- Feb. 7, 2022 - [TxDMV Director Resigns Amidst Paper Tag Mess](#)
- Jan. 27, 2022 - [TxDMV Takes Emergency Action to Keep Crooks From Selling Paper Tags](#)
- Jan. 21, 2022 - [Dallas Police Operation Targets Fraudulent Paper Tags](#)
- Jan. 17, 2022 - [Recording Shows Police Warned TxDMV of Paper Tag Security Flaw Years Ago](#)
- Dec. 16, 2021 - [DMV Committee Recommends Fingerprinting Some Dealers to Slow Paper Tag Fraud](#)
- Dec. 14, 2021 - [Texas House Transportation Chair Vows to Stop Paper Tag Fraud](#)
- Dec. 6, 2021 - [Texas DMV Boss Deflects Blame for Paper Tag Debacle](#)
- Nov. 23, 2021 - [Illegal Paper Tags Costing Texas Taxpayers and Toll Roads Millions](#)
- Nov. 10, 2021 - [Suspected Paper Tag Peddler Shut Down Tuesday, Reopens Wednesday: Investigators](#)
- Nov. 8, 2021 - [How Texas Paper Tags Became a \\$200M Criminal Enterprise: NBC 5 Investigates](#)

<https://www.nbcdfw.com/news/local/dallas-police-shut-down-accused-fake-paper-tag-dealer/2957529/>

Dallas Morning News

Developers are hoping to catch a ride on DART's new Silver Line

Billions of dollars in building deals are already in the works along the 26-mile rail line running between DFW International Airport and Plano.

By Steve Brown

Developers are ready to take a ride on DART's new Silver Line.

Billions of dollars in building deals are already in the works along the 26-mile rail line — also called the Cotton Belt Route — running between DFW International Airport and Plano.

While the commuter transit line won't open until 2024, developers are planning projects around the more than half dozen stations stretching across Dallas' northern suburbs.

"It's huge for us," said Lucy Billingsley, whose Cypress Waters development has the first transit stop from the airport. "Because of the Silver Line, we have been able to expand our office footprint by at least 2 million square feet."

[Billingsley Co.'s Cypress Waters](#) is already one of the most successful real estate developments in North Texas, providing offices for more than 16,000 workers plus thousands of apartments and retail space.

So far, most of the development at Cypress Waters has been between LBJ Freeway and the south shore of North Lake. But the new DART line will open up the north end of the 1,000-acre project to new construction, Billingsley said.

"That edge of our property is next to neighborhoods in Coppell and some industrial areas," she said. "That doesn't scream out major office building opportunities."

"But put the Silver Line in and a convention hotel on the lake, and now we have a hub of activity."

Billingsley Co. is already laying out plans for vacant properties that surround the planned DART station to be constructed near East Belt Line Road.

"We want it to be an active entrance to the entire development," Billingsley said. "We think it is going to be much more significant than most lines and stations in the city."

"I think the east-west rail connection is hugely important."

[A few miles away in downtown Carrollton](#), city planners are eager for the first Silver Line trains to show up.

"With the Silver Line on the way, we expect new development to continue at this location," said Ravi Shah, Carrollton's director of development services.

"We are also beginning to see new and more urban-form, infill projects coming forward in anticipation of the Silver Line," he said. "The city is in the process of updating its downtown master plan to include areas around the Silver Line station in anticipation of new development."

Shah said two new house developments are already underway near the Silver Line. “We expect major infill and redevelopment of the areas around the downtown Carrollton to continue with the new rail improvements.”

The CarrollCrest project will have almost 200 houses, townhouses and live-work residences with a hike-and-bike trail leading to the DART station. And the Thomas Place residential project has almost 100 houses and townhomes.

“Both these communities act as ‘bookends’ to the downtown Carrollton Station and the Silver Line Station,” Shah said. “We expect continued interest from the development community in this area as the Silver Line gets completed.”

[Addison is making one of the biggest bets](#) on the new DART rail route.

The city recently picked two developers to build a \$472 million mixed-use project that will be at the Silver Line station just west of the Dallas North Tollway.



The new buildings will overlook a 10-acre park. (Town of Addison)

Stream Realty Partners will build office and retail in the 18-acre project next to Addison’s Circle Park, a 10-acre public green space now used for the city’s annual fireworks shows and other events.

And Amli Residential will build two apartment buildings.

A 45,000-square-foot entertainment complex will be operated by The Hub, a Texas-based creator of entertainment venues and restaurants. And a new 650-car parking garage will serve the development.

Addison has been waiting decades for the DART rail service.

“Thank goodness Addison had the vision to acquire the land for this project,” said Amli’s Taylor Boyd. “This rail line will link some prominent employment centers from Richardson to DFW Airport.

“It’s critical that we get this development right.”

Amli Residential plans to construct a 13-story luxury apartment building with ground-floor retail. A seven-story luxury apartment building is planned with additional restaurant and shopping space on the first level.

“This project is a big part of what Addison sees as its future,” Boyd said. “Addison needs to reinvest and think about redevelopment.

“And this is a big opportunity.”

The Silver Line stop at the north end of the University of Texas at Dallas’ campus has already spurred a large transit-oriented development.

Dallas’ Wynne/Jackson and Balfour Beatty Campus Solutions have built a huge student housing and retail project next to the Silver Line location during the last seven years.

[Called Northside](#), the project has more than 1,000 apartment units plus ground floor retail space.

“From the beginning, we intentionally designed Northside as a transit-ready project with Northside Boulevard, a highly landscaped boulevard running through the center of the development to provide a direct pedestrian connection between the future Silver Line station and the UT Dallas campus,” said Wynne/Jackson principal Brent Miller. “The new station should also be a catalyst for the future development of the remaining vacant land, which is owned by the university.”

At the east end of the Silver Line, a station at the \$1.5 billion CityLine development is expected to spur additional construction. The mixed-use Richardson project houses thousands of workers for State Farm Insurance and Raytheon and includes housing and retail.

Just to the north in Plano, city officials are hoping a new Silver Line station on 12th street will bring new development to an old commercial district south of the city’s downtown.

Several apartment builders have already targeted the area.

KERA News

Find out how a ‘superhighway of trails’ connecting Fort Worth to Dallas will affect North Texas

By Sandra Sadek

In a way, it's taken 10 years to bike from downtown Fort Worth to downtown Dallas. That journey could become much more manageable soon.

A regional trail connecting the cities of Fort Worth, Dallas, Arlington, Grand Prairie and Irving is set to be completed in late 2023 or early 2024, a decade after it was first proposed. The North Central Texas Council of Governments is currently [soliciting name and logo branding ideas](#) for the 66-mile trail.

With the end finally in sight for the ambitious project, here's what to expect going forward.

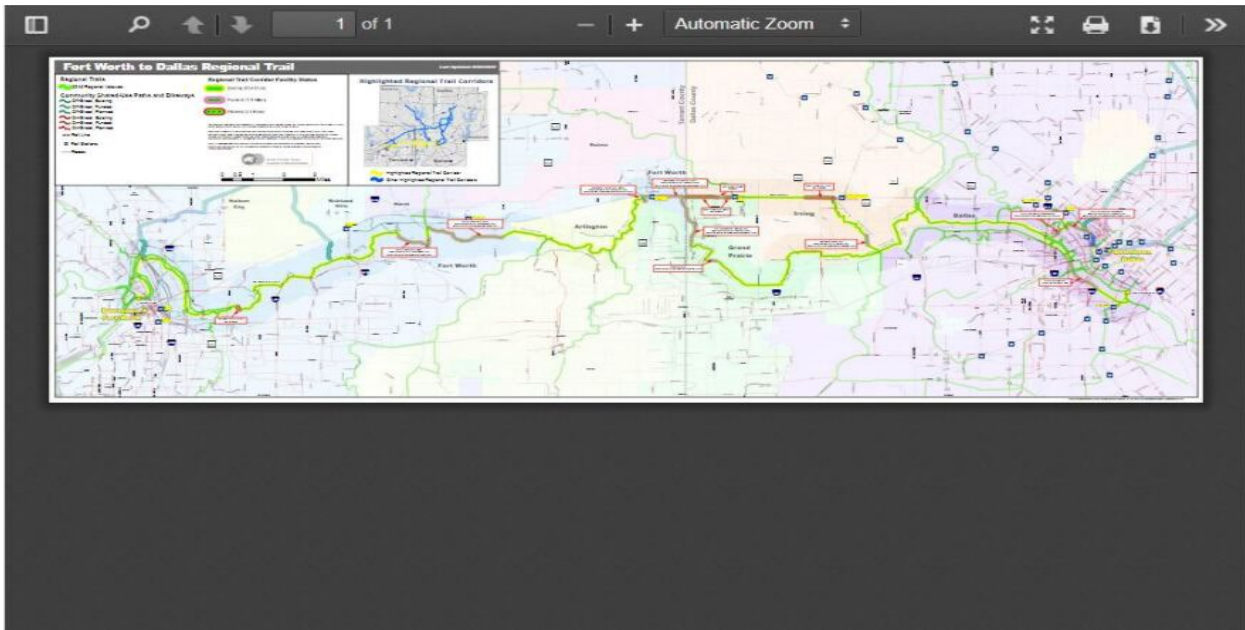
What is the trail?

The 66-mile trail from downtown Fort Worth to downtown Dallas was first discussed in November 2013 during a meeting between the cities of Fort Worth, Dallas, Irving, Arlington, Grand Prairie and the North Central Texas Council of Governments.

The project builds on already existing trails in each of the five major cities and connects them. The goal is to promote a safe way to bike and walk from Fort Worth to Dallas, passing through the suburbs, according to the council of governments.

Karla Windsor, a senior project manager at the [North Central Texas Council of Governments](#), describes the project as “the superhighway of trails.”

The southern alignment portion of the project is under construction and fully funded. A portion of the northern alignment remains to be funded and reconstructed as the final piece. That part is expected to take a bit longer to complete, Windsor said.



Fort Worth Report/

How much does it cost and how is it being funded?

Since 2013, about \$41 million has gone into this project. Funded by local, state and federal dollars, the Regional Transportation Council awarded \$26 million toward the project. The remaining \$15 million came through a combination of city funds, developer funds and the Texas Department of Transportation.

“It’s been cobbled together from a lot of sources over the years,” Windsor said. “It takes a little bit here, a little bit there. And finally, you’re able to fully fund it.”

Fort Worth to Dallas Regional Veloweb Trail: Funded and Planned Sections								Updated: 09/03/21
City	Trail Name	Location	Dist. (miles)	Construction Start (Est.)	Construction End (Est.)	Project Mgr.	Notes	Media Contact
Fort Worth	Fort Worth Trinity Trails	Seawall Park & 180	0.33	780	780	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov	Not Funded	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov
Fort Worth	Trinity Lakes Trail (West)	Existing River Legacy Trail to Pleasant Lane Rd	1.80	September 2022	June 2023	Dr. Dina Samon-Parks Planning Manager. (817) 459-8827 Dr.Dina.Samon@fortworthtexas.gov	Funded	Dr. Dina Samon-Parks Planning Manager. (817) 459-8827 Dr.Dina.Samon@fortworthtexas.gov
Fort Worth	Trinity Lakes Trail (East)	Existing River Legacy Trail to Greenway Rd	3.98	September 2022	June 2023	Dr. Dina Samon-Parks Planning Manager. (817) 459-8827 Dr.Dina.Samon@fortworthtexas.gov	Funded	Dr. Dina Samon-Parks Planning Manager. (817) 459-8827 Dr.Dina.Samon@fortworthtexas.gov
Fort Worth	CommaPoint Station Trail (West)	River Legacy Trail (Intergreen) to CommaPoint Station	0.50	February 2022	February 2022	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov	Funded	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov
Fort Worth	CommaPoint Station Trail (East)	CommaPoint Station to Irving City Limits	0.50	February 2022	February 2022	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov	Funded	Joel Matheny, Capital Program Mgr. (817) 592-5745 joel.matheny@fortworthtexas.gov
Grand Prairie	Rock Island Trail (West)	PW Limits to Bear Creek Bridge	1.10	780	780	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org	Not Funded	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org
Grand Prairie	Rock Island Trail (West)	Bear Creek Bridge	0.04	780	780	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org	Funded	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org
Grand Prairie	Rock Island Trail (West)	Bear Creek Bridge to existing Rock Island Trail	0.39	780	780	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org	Not Funded	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org
Grand Prairie	Trinity Blvd. Ray Dr. Trail	CommaPoint Station Trail (East) to Existing Mike Lewis Trail	1.80	February 2022	December 2022	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org	Funded	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org
Grand Prairie	Long Star Trail Extension	Good Link Trail to existing Long Star Trail	0.30	Spring 2022	Winter 2022	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org	Funded by developer contributions and local funding	Steve Plumer, Sr. Parks Project Mgr. (972) 257-8592 splumer@GPTI.org
Irving	Rock Island Trail (East)	Existing Rock Island Trail to existing Colemans Creek Trail	0.88	780	780	Gina Houston, Planning Mgr. (972) 722-2729 GHouston@cityofirving.org	Not Funded	Norah Sloan, Communications Mgr. (972) 722-2540 NHSloan@cityofirving.org
Irving	Colemans Creek Trail	Existing Colemans Creek Trail to Canyon Trail South	0.88	Winter 2022	Summer 2022	Gina Houston, Planning Mgr. (972) 722-2729 GHouston@cityofirving.org	Funded by 2024 Transportation Alternatives Program	Norah Sloan, Communications Mgr. (972) 722-2540 NHSloan@cityofirving.org
Dallas	Trinity Skyline Trail Connection	Existing Trinity Skyline Trail in the north to existing Trinity Skyline Trail in the south	0.40	Undecided	Spring 2022	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov	Funded by 2024 Transportation Alternatives Program	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov
Dallas	Trinity Skyline Trail Connector	Existing Trinity Skyline Trail in the north to All Star Way	1.09	January 2022	January 2022	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov	Funded	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov
Dallas	Trinity Skyline Trail	Connector Dr. to existing Trinity Skyline Trail in the south	1.40	780	780	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov	Funded	Hansen Abshah, Senior Program Mgr. (214) 875-9376 Hansen.abshah@dallas.gov
			Total					

Fort Worth Report/

How does this meet the growing needs of the Dallas-Fort Worth metroplex? What's in it for Fort Worth?

As the area approaches nearly 7 million people, the regional trail project could bring transportation, health and air quality benefits.

The trail also offers different modes of transportation to residents to get to their destinations, Windsor said.

"We just think this is one more level to put into the matrix of choices," she said. "It's an important one, and this one connects our heavy commuter rail system, it connects to various places of interest. It's an alternative path to get there."

Will it bring any revenue?

The project's vision is to create a partnership through the trail that encourages economic development and ecotourism as well as recreation and sporting events.

Participating cities are now looking at ways to bring trail-oriented development. [Cities like Dallas](#) have already looked at possible ways to attract restaurants and hotels near trails.

A 2017 University of North Texas study showed that in 2016, the Trinity Trails brought in \$16 million to the local economy and helped create or retain 200 jobs.

Windsor said the goal is for the trail to be eventually state- and nationally recognized, with hopes of bringing people to the area to visit nearby amenities.

"Hopefully, there are direct and indirect benefits to our local government when it comes to paying back the region," she said.

Fort Worth Star-Telegram

Former Panther Island chief tried to quit in August. The district convinced him to stay

By Harrison Mantas

JD Granger, who recently stepped down from his 16-year role as head of the Panther Island/Central City project, intended to leave much earlier, according to emails obtained by the Star-Telegram through a public records request.

Granger gave his 30-day notice in an Aug. 19 email to district officials and did not list his reasoning for stepping down. The email came a month after the board revoked \$60,000 of extra paid time awarded to Granger by outgoing board president Jack Stevens.

Granger's initial resignation letter came shortly after a conversation between him and general manager Dan Buhman about proposed management changes at the water district, Buhman wrote in an email to the Star-Telegram. District emails show Buhman reached out for a second face-to-face meeting with Granger to allay his fears about the changes.

"As a result of a second discussion with him about the organization's path forward, he decided there were some additional things that needed to be accomplished on the Central City project before his departure," Buhman wrote.

The two agreed Granger would stay on until at least March 2022 while working on a transition plan for when Granger left the district, according to the emails. Granger announced his intention to leave the district and form his own consulting company in a Facebook post on April 21. On April 25, the district announced it signed a six-month, \$72,000 consulting contract with Granger, although emails suggest this arrangement was being discussed as early as February.

<https://www.documentcloud.org/documents/21864242-22067>

In an April 25 interview with the Star-Telegram, Buhman said Granger received the consulting contract because of his years of experience with the Central City and Panther Island project.

He brings a knowledge of all the project elements, all the project history, and how we can use this information to get the project completed," Buhman said. In January, the U.S. Army Corps of Engineers said it would spend \$403 million on a 1.5-mile bypass channel as part of the Central City Flood Control Project.

The funding will come from the Infrastructure Investment and Jobs Act passed in November 2021. Granger did not respond to a request for comment.

The water district's board was not made aware of Granger's intention to leave nor his new consulting contract, board member Mary Kelleher said. "I'm disappointed in Dan and I think the board should have been made aware of what JD was doing," Kelleher said.

However, the board rarely gets involved in staff level decisions, board president Leah King said.

The board only gets involved in egregious cases of employee misconduct, King said, referencing the \$60,000 paid time off decision by Stevens and a separate payment of \$300,000 worth of unearned paid time off to former general manager Jim Oliver.

"JD's decision to leave would have no bearing on the board and is something he'd have to work out with the general manager," King said. Granger's \$72,000 consulting contract is under the

district's \$75,000 threshold that requires board approval for contracts. "Just because you can do something, doesn't mean you should," Kelleher said. Granger, the son of U.S. Rep. Kay Granger, has long faced scrutiny for accusations of nepotism. The board adopted new rules regarding nepotism in October 2021 that prohibit employees from directly supervising family members. Granger had been his wife's direct supervisor before she left the district days before the board adopted the stricter policy.

Fort Worth Report

With air quality failing to improve, North Texas may soon be classified as ‘severe’ violator of EPA standards

By Haley Samsel

In early 2015, as the Environmental Protection Agency considered updates to its national air quality standards for smog, federal officials sat down for [a public hearing](#) in Arlington City Hall.

They listened as activists and medical groups from across Texas [pushed for rules](#) that would allow less ground-level ozone – also known as “bad ozone” or smog – in the air.

Environmental advocates pointed to [the health effects](#) of prolonged exposure to concentrated levels of ground-level ozone. Clinical studies connected air pollution to reduced lung function, higher frequency of asthma episodes and reduced ability to fight respiratory infection, according to [the North Central Texas Council of Governments](#).

Jim Schermbeck, longtime director of the North Texas environmental activism group [Downwinders at Risk](#), was among the activists who testified that January.

“There’s a symbolism to defeating smog,” Schermbeck said in an interview. “It’s the most visible evidence of not taking air pollution seriously. To reduce smog is to make things better, and in fact, it is better in DFW. Progress has been made, but not enough progress has been made to get us out of violation of the [Clean Air Act](#).”

To determine if a region has violated ozone standards, the EPA averages the fourth-worst ozone pollution days over a period of three years. Between 2011 and 2014, the North Texas region averaged about 81 parts per billion of ozone over an eight-hour period, well above the federal standard of 75 parts per billion established in 2008.

Today, more than seven years after that EPA hearing, the Dallas-Fort Worth average [lingers at 76 parts per billion](#) – still too high to meet the 2008 standard or the most recent 2015 standard of 70 parts per billion. 2021 was a deadline year to meet both of the standards.

“We’ve got the cleanest air that we’ve ever had in the region, but it’s stagnated since 2018,” said Chris Klaus, senior air quality management program manager for the North Central Texas Council of Governments, which is tasked with helping local governments meet federal requirements. “That is not to say that everyone is exposed to those high levels of ozone.

The worst air is only at certain areas and certain monitors.”

Last month, after [facing a lawsuit](#) accusing the agency of dragging its feet on ozone regulation enforcement, the EPA announced its intention to [downgrade the air quality status](#) of five metro areas. Under the new designation, the Dallas-Fort Worth, Houston, Denver, Chicago and New York metro areas will be listed as “severe” violators of the 2008 ozone standards.

Penalties for not [meeting the Clean Air Act standards](#) mostly consist of stricter pollution controls and revising state implementation plans. However, a region that is classified as a “severe”

violator can impose financial penalties of \$5,000 per ton on major pollution sources if they do not meet required ozone reductions.

“Smog pollution is a serious threat to public health, increasing the likelihood of respiratory infections, asthma attacks and hospital visits,” EPA Administrator Michael Regan said in an April statement. “With these proposed determinations, we are fulfilling our duty under the Clean Air Act.”

Legal challenges to ‘severe’ status expected

The change would force the Texas Commission on Environmental Quality and other state environmental agencies to adopt more stringent pollution control requirements on industry and revise their plans for reducing ozone levels statewide.

Businesses could be required to follow stricter air pollution permitting rules, purchase pollution control technology or potentially face delays in permitting while the region attempts to reduce smog, according [to the Texas Tribune](#).

Industry groups representing manufacturers and oil and gas producers have previously opposed stricter air pollution regulations, with the Texas Association of Manufacturers [arguing at the 2015 hearing](#) that new ozone regulations would “decimate” Texas jobs for a “feel-good” change.

The EPA will host a [virtual public hearing](#) on the proposed changes May 9. Those who wish to speak must register online by the end of May 5. While the new designation for North Texas has not been fully adopted yet, Schermbeck called it a “done deal.”

“It’s been in the works since last year when the results from the ozone season last summer were locked in,” he said. “This is all highly scripted theater. We’re going to be moved up to severe, and we deserve that.”

However, Neil Carman, the clean air director for the Austin-based Lone Star Sierra Club, expects the state of Texas to pursue litigation fighting the EPA’s latest moves impacting North Texas and Houston.

The Texas Commission on Environmental Quality has previously filed legal challenges to stricter federal air quality requirements and the EPA’s attempts to re-classify cities, [including El Paso](#), as more severe violators of the ozone standards. The timeline for a decision on the state’s lawsuit could be dragged out to late 2023 or early 2024 depending on if and when Texas files it, Carman said.

In the meantime, new ozone data will come in and potentially bring Texas into compliance with the 2008 standard of 75 parts per billion, he added.

A single air monitor near Pilot Point in Denton County is pulling the entire 10-county region into not complying with ozone standards because of its high readings over the past three years, Carman said. [High readings](#) have also come from air monitors near Eagle Mountain Lake, northwest Fort Worth and Keller.

“If you look at the last 10 to 15 years, the trend (for ozone) is clearly down, even though there is tremendous growth in freeways, there is growth in the number of vehicles and miles traveled,”

Carman said. “By the time they come up with a state implementation plan for the DFW area for the severe status, I wouldn’t be surprised if they will meet the standard of 75 by then.”

While air quality is better, advocates say Texas must do more

Since amendments regulating ground-level ozone were [made to the Clean Air Act in 1990](#), North Texas has seen [massive improvements](#) in reducing harmful emissions, Klaus said. The region was in the 125-130 range for ozone parts per billion back then.

The council of governments has largely focused on transportation-related changes, like retiring vehicles and equipment with heavy-duty diesel engines; reducing traffic congestion and idling; providing funding for alternative fuel vehicles; and leading public campaigns to take fewer car trips and operate vehicles in ways that reduce emissions.

In turn, the average ground-level ozone has hovered around 76 parts per billion since 2018. The plateau has concerned local officials trying to bring the region into compliance with EPA standards. Klaus pointed to the conundrum that the COVID-19 pandemic posed. With fewer cars or trucks on the road, ozone levels did not improve in North Texas.

“Our vision and our understanding of all this is changing daily,” Klaus said. “Why is it that our emissions basically didn’t get any better, with all those reductions that were unfortunately having to be implemented because of the pandemic? There’s a lot of research that’s ongoing now to try to figure all of that out.”

Activists like Schermbeck and Ranjana Bhandari, the executive director of the environmental advocacy group [Liveable Arlington](#), want the state’s ozone plans to focus less on reducing vehicle emissions and more on regulating industrial pollution.

Bhandari, whose group leads opposition to the expansion of natural gas drilling in Tarrant County, has been part of the EPA’s process to develop new rules cutting methane emissions associated with oil and gas production. She testified at the Arlington hearing [in 2015](#) and plans to speak again at the EPA’s public hearing May 9.

“There’s so many emissions from gas drilling that contribute to ozone,” Bhandari said. “The state has established a track record now of sacrificing the health of Texans and suing on behalf of polluters. It seems like a very inappropriate way to discharge their responsibilities toward residents, but that’s what it is ... It should all be of concern to the EPA.”

Klaus is optimistic that the region’s ozone levels will continue to fall, especially with the potential for more electric vehicle charging infrastructure to be built out by the late 2020s.

The council of governments is in wait-and-see mode until the “severe” violator status becomes official, and if the Texas Commission on Environmental Quality asks Klaus and his colleagues to begin revising their implementation plan for reducing smog.

The tools to improve air quality are already available to government officials, Schermbeck said, but any future progress on ozone is “purely a political decision.” The EPA’s classification of North Texas as a “severe” violator could mean very little if the state government continues to find loopholes or drag its feet on regulating pollution, he added.

“We have access to the expertise and technology we need to reduce emissions enough to come into compliance with the Clean Air Act, but the state government has chosen not to deploy them,” Schermbeck said. “There’s no framework for state and local action on this stuff because of the state’s lack of interest in clean air as a goal. If you leave all of that in place, nothing will change.”

Carpenter Park reopens as the largest park in Downtown Dallas

By DBJ staff

On Tuesday, the city of Dallas celebrated the opening of Carpenter Park and a renovation and expansion of Carpenter Plaza. The park, which was originally dedicated in 1981 and sits at the eastern edge of downtown, is now a contiguous 5.75-acre park with new features, according to a news release. It is now the largest park in Downtown Dallas.

“The reimagination of Carpenter Park is the result of over a decade of coordination and planning by the Dallas Park and Recreation Department, Parks for Downtown Dallas, and numerous other state and local agencies, institutions and residents,” [Amy Meadows](#), president and CEO of nonprofit group Parks for Downtown Dallas, said in the release. “For decades, this park was a place people drove by and through but did not step into. We look forward to seeing Dallasites and visitors explore their new and improved park.” Carpenter Park has the first public outdoor basketball court downtown, a dog run, an interactive fountain, environmental play elements for kids, gardens, walking paths, and public art.

https://media.bizj.us/view/img/12254520/carpenter-parkdji0490*750xx4864-2736-0-456.jpg

Click on the gallery above to take a closer look at Carpenter Park

[Robert Berks](#)’ statue of John W. Carpenter has been refurbished and reinstalled at the park entrance, and [Robert Irwin](#)’s Portal Park Piece (Slice) has been reconceptualized and retitled by the artist for the renovated park. This is the only time Irwin has agreed to alter his work.

“Carpenter Park offers a unique experience to visitors that you will not find anywhere else in our park system,” [John Jenkins](#), director of the Dallas Park and Recreation Department, said in the release. “From the public art to the stunning nighttime lighting, this park adds something special to the Dallas landscape.”

Carpenter Park is the third of four parks in downtown to be built through a public-private partnership with the Dallas Park and Recreation Department and the Parks for Downtown Dallas nonprofit.

According to the release, the Dallas Park and Recreation Department contributed \$15.4 million in 2017 bond dollars while private donors and the PfDD organization contributed \$4.7 million in development costs for Carpenter Park, including a \$3 million gift from the [John W. Carpenter III](#) family.

Other parks that are part of this program are Pacific Plaza, which opened in October 2019, followed by West End Square in March 2021. Harwood Park is the fourth and is currently under construction in the East Quarter District. “This new network of neighborhood parks in Downtown Dallas is dramatically changing the experience of residents, businesses, office workers and visitors – indeed our entire citizenry – and will distinguish our center city for decades to come,” [Robert Decherd](#), founder and chairman of Parks for Downtown Dallas, said in the release.

Dallas Morning News

Developers put down billions in bets on DART's new Silver Line

Billions of dollars in building deals are already in the works along the 26-mile rail line running between DFW Airport and Plano.

By Steve Brown

Developers are ready to take a ride on DART's new Silver Line.

Billions of dollars in building deals are already in the works along the 26-mile rail line — also called the Cotton Belt Route — running between DFW International Airport and Plano.

While the commuter transit line won't open until 2024, developers are planning projects around the more than half-dozen stations stretching across Dallas' northern suburbs.

"It's huge for us," said Lucy Billingsley, whose Cypress Waters development has the first transit stop from the airport. "Because of the Silver Line, we have been able to expand our office footprint by at least 2 million square feet."

[Billingsley Co.'s Cypress Waters](#) is already one of the most successful real estate developments in North Texas, providing offices for more than 16,000 workers plus thousands of apartments and retail space.

So far, most of the development at Cypress Waters has been between LBJ Freeway and the south shore of North Lake. But the new DART line will open up the north end of the 1,000-acre project to new construction, Billingsley said.

"That edge of our property is next to neighborhoods in Coppell and some industrial areas," she said. "That doesn't scream out major office building opportunities.

"But put the Silver Line in and a convention hotel on the lake, and now we have a hub of activity."

Billingsley Co. is already laying out plans for vacant properties that surround the planned DART station to be constructed near East Belt Line Road.

"We want it to be an active entrance to the entire development," Billingsley said. "We think it is going to be much more significant than most lines and stations in the city.

"I think the east-west rail connection is hugely important."

[A few miles away in downtown Carrollton](#), city planners are eager for the first Silver Line trains to show up.

“With the Silver Line on the way, we expect new development to continue at this location,” said Ravi Shah, Carrollton’s director of development services.

“We are also beginning to see new and more urban-form, infill projects coming forward in anticipation of the Silver Line,” he said. “The city is in the process of updating its downtown master plan to include areas around the Silver Line station in anticipation of new development.”

Shah said two new housing developments are already underway near the Silver Line. “We expect major infill and redevelopment of the areas around downtown Carrollton to continue with the new rail improvements.”

The CarrollCrest project will have almost 200 houses, townhouses and live-work residences with a hike-and-bike trail leading to the DART station. And the Thomas Place residential project has almost 100 houses and townhomes.

“Both these communities act as ‘bookends’ to the downtown Carrollton Station and the Silver Line Station,” Shah said. “We expect continued interest from the development community in this area as the Silver Line gets completed.”

[Addison is making one of the biggest bets](#) on the new DART rail route.

The city recently picked two developers to build a \$472 million mixed-use project that will be at the Silver Line station just west of the Dallas North Tollway.



The new buildings will overlook a 10-acre park.(Town of Addison)

Stream Realty Partners will build office and retail in the 18-acre project next to Addison’s Circle Park, a 10-acre public green space now used for the city’s annual fireworks shows and other events.

And Amli Residential will build two apartment buildings.

A 45,000-square-foot entertainment complex will be operated by The Hub, a Texas-based creator of entertainment venues and restaurants. And a new 650-car parking garage will serve the development.

Addison has been waiting decades for the DART rail service.

“Thank goodness Addison had the vision to acquire the land for this project,” said Amli’s Taylor Boyd. “This rail line will link some prominent employment centers from Richardson to DFW Airport.

“It’s critical that we get this development right.”

Amli Residential plans to construct a 13-story luxury apartment building with ground-floor retail. A seven-story luxury apartment building is planned with additional restaurant and shopping space on the first level.

“This project is a big part of what Addison sees as its future,” Boyd said. “Addison needs to reinvest and think about redevelopment.

“And this is a big opportunity.”

The Silver Line stop at the north end of the University of Texas at Dallas’ campus has already spurred a large transit-oriented development.

Dallas’ Wynne/Jackson and Balfour Beatty Campus Solutions have built a huge student housing and retail project next to the Silver Line location during the past seven years.

[Called Northside](#), the project has more than 1,000 apartment units plus ground floor retail space.

“From the beginning, we intentionally designed Northside as a transit-ready project with Northside Boulevard, a highly landscaped boulevard running through the center of the development to provide a direct pedestrian connection between the future Silver Line station and the UT-Dallas campus,” said Wynne/Jackson principal Brent Miller. “The new station should also be a catalyst for the future development of the remaining vacant land, which is owned by the university.”

At the east end of the Silver Line, a station at the \$1.5 billion CityLine development is expected to spur additional construction. The mixed-use Richardson project houses thousands of workers for State Farm Insurance and Raytheon and includes housing and retail.

Just to the north in Plano, city officials are hoping a new Silver Line station on 12th Street will bring new development to an old commercial district south of the city’s downtown.

Several apartment builders have already targeted the area.

Fort Worth Star-Telegram

Fort Worth voters overwhelmingly support bond measures to fix roads and parks

By Harrison Mantas

Voters overwhelmingly supported Fort Worth's \$560 million bond package, according to unofficial results early Sunday with all vote centers reporting. The package was the largest in the city's history, and a lot of the projects address the Fort Worth's explosive growth, much of it north of Loop 820. Residents living in those areas lobbied the city to include more funding for overburdened two lane country roads that can no longer keep up with the increase in traffic.

The city included \$48.9 million in the package to build or expand roads in far north Fort Worth.

It's not clear when road construction will start, but Lauren Prieur, assistant director of the city's department of transportation and public works, said the city is moving quickly to buy land and get contractors in place to speed up the construction process. Residents inside the Loop 820 pressed the city for more funding for parks and pools. Proposition B includes \$4.2 million for renovations at Forest Park Pool and an aquatics complex in Stop 6.

Construction on the Forest Park pool won't begin until after Labor Day. The pool will be closed for all of 2023 and is expected to open in time for the 2024 swim season.

The construction schedule for the Stop 6 pool is dependent on the larger Stop 6 Hub Community Center, which was also part of the bond. Mayor Pro Tem Gyna Bivens, whose district includes Stop 6, celebrated the apparent passage of Proposition B, saying it validates the city's efforts to deliver on park and pool projects. Bivens called the Stop 6 community hub a "rec center on steroids," and said she'll be taking advantage of the new aquatics center to finally learn to swim. Bivens recounted how she tried unsuccessfully to learn how to swim between kindergarten and third grade.

"I guess the instructor felt bad about taking my dad's money and said I was afraid of water," Bivens said. "I've committed to my mother if this bond passes, I will learn how to swim."

The five proposals were the most fiscally responsible way for the city to fund the projects, city manager David Cooke said in April. The bonds will not increase taxes.

Proposition A, the biggest chunk of the bond package, will go toward aging roads in the city's urban core and expanding and improving roads in far north Fort Worth. Major arteries like West Bailey Bowsell Road and Cromwell Marine Creek Road will get sidewalks and lighting.

Roads like West Berry Street and South Riverside Drive, which have seen high numbers of pedestrian and vehicle fatalities, will get improvements as part of the city's Vision Zero program, which aims to eliminate traffic injuries and deaths.

Along with pools, Proposition B will also fund new parks. Heritage Park downtown is getting \$13.5 million to increase the amount of public space on the bluff of the Trinity River.

Gateway Park is getting \$8 million to help update its master plan and put in new amenities like ball fields, benches and lighting. The bond will also have money to develop eight neighborhood

parks spread across the city. The parks will be built on undeveloped city-owned land and could include amenities like playgrounds, bike and walking trails and practice fields for youth sports.

In addition to more roads, far north Fort Worth is getting a new library near the intersection of Avondale-Haslet Road and Sendera Ranch Boulevard. The \$12.5 million in Proposition C will help buy the land, make the plans, and get the library built. The most popular proposition Saturday night was Proposition D, which will build two new fire stations in Walsh and far north Fort Worth and a new building for the Fort Worth Police Department's Northwest Patrol Division.

Currently, the division pays around \$151,000 annually to rent space in the Stockyards, downtown and near the Hemphill corridor. The bond allocates \$39.3 million to build three new facilities. Proposition E allocated \$15 million to buy and conserve open space in Fort Worth.

About 49 acres of vacant land is developed every day in Fort Worth, according to the city, and this bond helps preserve what's left with the potential for some to be developed into future park land. RESULTS Proposition A (streets) passed 67.35% to 32.65%.

Most of the \$369,218,300 will go toward arterial projects in far north Fort Worth, including West Bailey Boswell and Bonds Ranch Road. These areas have seen significant growth and residents have struggled with increased traffic and safety concerns for children walking to school. The second biggest investment will be for neighborhood streets, with \$81 million dedicated to repairing or replacing deteriorating asphalt and concrete in neighborhoods mostly inside Loop 820. Proposition B (parks) passed 61.61% to 38.39%. There are 16 projects listed in this bond measure of \$123,955,500, but the two that have gotten the most attention have been the Forrest Park Pool replacement and the Stop 6 aquatics center.

Residents balked at plans for Forrest Park pool that would have halved the size of the existing pool and pushed the city to reconsider its design. The bond also allocates \$5.5 million to develop eight neighborhood parks spread across the city. The parks will be built on undeveloped city owned land and could include amenities like playgrounds, bike and walking trails and practice fields for youth sports.

Heritage Park downtown would be restored, and improvements would increase the public space down the bluff to the Trinity River. Proposition C (library improvements) passed 60.84% to 39.16%

This bond will fund the purchase of land, design and construction of a new library in far north Fort Worth. The city is looking at land near the intersection of Avondale-Haslet Road and Sendera Ranch Boulevard, according to a March 24 bond education meeting organized by the city of Fort Worth. Proposition D (police and fire safety improvements) passed 74.20% to 25.80% This proposition will fund the land acquisition, design and construction for two temporary fire stations and one new police station.

The fire stations are in Como and far north Fort Worth. The police station will consolidate the Northwest Patrol Division into one building at 3900 Angle Ave. Currently, the division pays around \$151,000 annually to rent facilities in the Stockyards, downtown, and near the Hemphill corridor, according to according to a March 24 bond education meeting organized by the city of Fort Worth. Proposition E (open space conservation) passed 57.47% to 42.53%.

This proposition will help the city buy more land to conserve Fort Worth's natural landscapes and potentially develop them in the future into parkland.

Dallas Morning News

Harassment, drug use and robberies on rise at DART trains and stations

Riders who use public transit daily are concerned about the increase.

By Maria Ramos Pacheco

Incidents involving harassment, violence and lack of safety at DART stations and buses have increased in the last months, leading to concerns among residents who rely on public transit daily.

From January to March 2022, 428 incidents were reported, according to Dallas Area Rapid Transit data.

The data is compiled into two categories: National Incident-Based Reporting System (NIBRS) and arrests, each divided into train stations and bus stops.

From January to March 2022, 235 NIBRS occurrences and 153 arrests were reported for train stations. For buses and bus stops, 20 NIBRS occurrences and 20 arrests were reported. And [in April](#), two people died at two DART stations. So far, suspects in the slayings haven't been found.

In comparison, during the same months of 2021, a total 351 incidents and arrests were reported at train stations and bus stops.

DART rider Alberto Espinoza, 50, said he is concerned he might become a victim in one of those incidents — something he has witnessed during his daily train commute from Irving to the West End or St. Paul stations.

He said he has no other transportation option, with DART serving as his only means to go to his job and back for 15 years.

“Every day, it gets worse. More people are smoking, getting high on the train, or trying to start a fight,” said the Irving resident, who works at a restaurant in Deep Ellum.

Espinoza said he doesn't use his cellphone on the train for fear of being robbed, and when he sees other people using drugs or quarreling, he opts to get off and wait for the next train.

“I'm afraid of taking my cell out — what if I get robbed? Many homeless people are always riding the train and sometimes turn aggressive. I have seen a [phone] number on the train to report this kind of thing, but I prefer to get off,” Espinoza said.

“But I can't do that every time and risk being late to my job. Other times I have had just to ignore them.”

“Unfortunately, DART is definitely not immune to the dangers we've seen across the city of Dallas and the country as we're returning from the pandemic. We encourage our ridership to report any suspicious activity,” said DART spokesman Gordon Shattles.

From January to March 2022, the West End station in downtown reported 15 incidents and 31 arrests — the most incidents and arrests of any station.

In 2021, 1,765 incidents and arrests were reported at all DART train and bus stations.

Homeless people on board

Esther Strong, 40, moved to Dallas in 2017 and said DART has been her only means of transportation, both for her job commute and weekend activities.

Last summer, she was pursued by a homeless man after getting off at the St. Paul Station in daylight hours.

“There was a guy who was going over asking people for money. And then he came to me, and I said ‘No, thank you.’ He started yelling and screaming at me, calling me derogatory names. He followed me down the street for like two blocks. No one was there to help, no cops, anything. Since that day, I am afraid when somebody comes to me,” she said.

Some DART riders blame the crime hike on the fact that more people are living on the streets of Dallas. At the end of 2021, the city launched a program to keep residents from giving money to panhandlers to cut the number of homeless people.

Despite that, according to DART riders, many homeless people shelter in train stations and even on board the trains to avoid being on the street.

Strong said she has become used to seeing people smoking, fighting and arguing at train stations.

“The people that are there sometimes are the homeless population. I think they don’t have anywhere to go. So they’ll go and just hang out at the train station, which is fine, but sometimes they’ll come over and ask for money or do drugs and that’s when all the other passengers are at risk,” Strong said.

Security

In addition to its police force, DART has officers checking tickets and third-party security. But those have proved insufficient for riders who have been victims in some incidents.

DART has around 7,000 security cameras installed throughout its stations and trains.

It also has 142 blue phones, which are set to call DART police or 911 in an emergency.

Santos Barros, 52, who has been using DART transit for 20 years as his main transportation, said he is concerned about the lack of police in the train cars.

“The problem is, there’s never a police officer on board the trains. They’re only at the stations, sitting around in their cars with their phones. That’s no use,” Barros said.

DART has 200 police officers to patrol its more than 60 stations, about 700 buses and four train lines in the 13 cities it serves.

The agency is seeking to hire an additional 52 officers, but it is impossible to be in every train car all the time, according to Shattles.

“We have a police officer count drop, like other police departments. But we are doing our best to provide a safe experience to our riders,” Shattles said.

What riders say

Barros says he has seen robberies, fights, individuals urinating at the stations, and people using drugs.

But for the first time he said he called the “See Something, Say Something” number posted on trains after he saw a homeless man using drugs on a train he was riding.

In the last week of April, Barros was riding the Red Line train when a man in a wheelchair boarded the train before starting to smoke some type of drug in a pipe. Barros has a video of the incident.

“I couldn’t believe it. There were kids and children, the next stop was the zoo. And he said: ‘I don’t mean to offend you’. Then he starts pulling out the lighter and starts smoking. So I called the number on the train and it was the DART police”, he said. “At the next stop, there were like 10 cops waiting for him. They pulled him and dragged him out of there, and they took that pipe away and smashed it on the ground.”

But Barros said the next day he saw the same person on the train asking for money.

When asked about these types of incidents, Shattles said DART police have the authority and training to arrest and detain people.

Another rider who has been a victim of the increased violence at DART transit is Kristen Reagan, 32, who said a man fondled her breasts last summer while waiting for a bus at Blue Line Ledbetter Station and the DART police did nothing.

Reagan said she now carries a knife for personal defense.

Reagan said she saw a pair of police officers in their patrol cars and told them what had happened. But she said they did not do anything. They just said they were sorry, and the man who fondled her was still standing there when the bus she had to take departed.

“All kinds of these [incidents] had happened to me in DART, and I reported them in the app, but I don’t think it works. The police never do anything. So we stop using DART after 6 p.m.,” Reagan said.

As more people are using public transit again for various reasons, such as returning to work at the office or avoiding the gas-price hike or traffic, riders are asking for more security and effectiveness from DART for a safe commute.

“I want DART to improve. I have to ride DART just as other people need it,” Strong said. “I want to see DART improve with cleaning, on time and security. All these things are important to have better transportation in the city.”

McKinney Courier-Gazette

Three things to know about the McKinney Public Library System's new long-range goals

By Audrey Henvey

The McKinney Public Library System is looking to expand its impact.

Based on state requirements, the McKinney Public Library System sets a new long-range plan every five years. However, for Library Director Spencer Smith, the planning is also a chance to establish a direction for the future.

According to numbers from the North Central Texas Council of Governments and the city's planning department, McKinney's population has increased by roughly 14% over the past five years. In addition, library usage increased by 16% between 2015 and 2019 (Spencer said numbers from 2020 were omitted due to the pandemic).

"So, we're not slowing down," Smith said.

During a Tuesday McKinney City Council work session, Smith presented a list of the system's new long-range goals. Here's a look at some of the highlights:

1. Reflect the growing and diverse community

The system hopes to host six major cultural events per year. Smith said such events would be somewhat similar to an event hosted at the library on April 30 that provided attendees with "A glimpse into the Hindu civilization" as part of a traveling exhibit.

A report presented by Smith to the City Council noted that such events require partnerships with outside departments and organizations.

In addition, Smith discussed goals to increase the library system's amount of foreign language materials.

"There are so many more languages spoken in McKinney on a regular basis now than there were even five years ago, and we want to make sure that we're meeting those demands," Smith said.

He added that the library system currently has a large bilingual collection and a Spanish collection.

Specifically, the system's goal is to increase the usage of foreign language materials by 25% by the 2024 fiscal year and to make a data driven plan for improved distribution of foreign language materials between library locations by January 2023. Goals also include creating a foreign language collection plan that will identify at least one new potential foreign language collection by October 2023.

In addition, the library system is looking to expand access to its website and catalogue for non-English languages as informed by the materials collection foreign language plan. The goal is to do so by November 2024, according to the report.

2. To expand adult education services

The library hopes to expand its adult education services by providing courses that are certified as Continuing Education Units, Smith said. While the library has previously had well-attended adult classes, there hasn't been a certificate of completion, he said.

The goal is to add more technical online courses that offer certificates of completion by January 2023. The library also wants to partner with local organizations to host adult literacy programs, adult GED preparation classes and English as a Second Language classes by September 2024.

By January 2025, the library hopes to reach a point where all adult education programs and classes given by the library are eligible for third-party Continuing Education Unit accreditation.

"That's going to take a while. We're working on that now to identify which accreditation firm we want to go with and what we'd have to do to get there," Smith said. "But this way for anyone who needs those hours for their job, for anything like that, we want to have the quality of program that satisfies those."

3. To increase access beyond its service hours

"We want to provide an opportunity to pick up materials outside of our regular operating hours," Smith said.

The plan indicates a goal to provide an option for pick up and check out of reserved materials outside of library operating hours by June 2023.

In addition, Smith outlined a plan to create a data-driven Outreach Services Strategic Plan by October 2023 that helps identify parts of the community that are underserved so that those areas get better access to library services.

Smith also presented plans to include programming for library patrons who might be homebound and can't come physically to the library buildings or events. That includes providing virtual resources for events, online tutoring services and establishing a house-bound delivery service, possibly in partnership with a hospital or organization.

Dallas Morning News

Airlines want fry oil to fuel planes, but finding enough is a challenge

Southwest, American and other carriers have pledged to buy 3.8 billion gallons of sustainable aviation fuel.

By Kyle Arnold

The fiercest fight in the aviation industry over the next decade may not be for passengers, but for the used French fry oil coming from deep fryers in restaurants around the globe.

While global travelers have been wondering about face mask mandates and travel restrictions, airlines have been quietly committing to buying billions of gallons of next-generation airplane gasoline called sustainable aviation fuel. It's mostly made, at least for now, from spent cooking oils and other waste greases.

The fuel, researchers and airlines say, has a carbon footprint about 80% smaller than standard jet fuel because it is made from recycled sources, not pulling new oil out of the ground. And the future is limitless because, at least in theory, sustainable aviation fuel can be made from [anything from cooking oil and trees to old garbage and algae](#).

American Airlines, Southwest Airlines and the four other largest airlines in the country have [promised to buy 3.8 billion gallons of sustainable aviation fuel](#) over the next decade and longer — if and when the fuel production industry actually figures out how to make that much.

[The Biden administration is behind the effort](#) to develop a viable industry for sustainable aviation fuel, and [the European Union has proposed](#) that the next-generation fuel make up about 5% of everything going into the gas tanks of jet planes by 2030. With sustainable aviation fuel, [the emissions coming out of the plane are the same](#) as regular jet fuel, but the overall carbon footprint is lower because it's recycling used oils, airline leaders and experts said.

Airlines are facing pressure from more than just nature-loving executives and tree-hugging passengers. Many [in the industry and the financial world think](#) some sort of carbon tax could be mandated in the next few years. And corporate boards that pay the fares of lucrative business travelers are pledging to reduce carbon footprints, putting pressure on companies to reduce the environmental impact of things such as travel.

Dallas-based Southwest, along with Fort Worth-based American Airlines, [are among those in the industry that have promised](#) to be carbon neutral by 2025, [even though the path for how to get there](#) is uncertain.

Airlines have committed to buy 3.8 billion gallons of sustainable aviation fuel

The airline industry used more than 18 billion gallons of fuel and carriers are pushing commitments to billions of gallons of more environmentally friendly fuel to spur production. But airlines haven't disclosed under what conditions or timeline they would take delivery of the fuel, which now \$2 to \$3 more a gallon than standard jet fuel.

"It's becoming increasingly important to our corporate customers and the contracts that we're signing," Southwest Airlines CEO Bob Jordan said in an interview in November. "It's showing up in the investor world."

Sustainable aviation fuel is the industry's only option in the next few decades to radically reduce carbon footprints. Other options, such as electric aircraft or hydrogen-fueled engines, are still in the theoretical stage and need decades more for development, even with the support of major players such as Boeing, Airbus and GE Aviation.

Sustainable aviation fuel, on the other hand, is chemically identical to jet fuel and can be put straight into existing airplanes with no alterations or blended with existing fossil fuels.

That's putting a lot of pressure on the sustainable aviation fuel industry, which only produced [about 26 million gallons of the stuff in the entire world in 2021](#), less than 0.2% of the amount of jet fuel used in by U.S. airlines alone last year, according to the International Air Transport Association. Even the leading proponents say sustainable aviation fuel producers are decades behind the kind of research and efficiencies of their counterparts in the fossil fuel industry.

And with current technologies consuming the sources used for most production, sustainable aviation fuels will have a hard time hitting the modest projections industry and government leaders have set.

"Is there enough cooking oil out there to satisfy this?," said Michael Wolcott, [who heads the Aviation Sustainability Center at Washington State University](#). "From our assessment in the U.S., no, there is not, and a vast majority is already utilized in something else like biodiesel."

"So more is going to need to be grown or it will have to come from somewhere else," Wolcott said.

'We generate a lot of waste'

[At DFW International Airport](#), employees can watch American Airlines jets through a small window in the back of a McDonald's restaurant while dipping French fries and chicken nuggets into the hot oil that may one day fuel some of those planes.

The airport fast-food eatery is one of about 200 restaurants in the airport that have partnered [with the airport and sustainable aviation fuel producer Neste, a Finnish company](#), to pump out cooking oil every few days.

"The actual piece of how you move the oil from the kitchen to the recycling tank in a different location at the airport had to be systematically worked out," said Chalmer McWilliams, who runs three McDonald's restaurants at the airport. "You had to have the right kind of fitting on your fryer for a quick disconnect so that the oil could go into the tank, and then you safely move that oil because it's still hot."

<https://youtu.be/0i0Ao1evasl>

The process of moving oil from fryers to a storage tank outside oversimplifies the coordination it takes between dozens of companies to take used cooking oil and turn it into jet fuel.

[DFW Airport is among dozens of government organizations and corporations](#) to make a commitment to be carbon neutral without buying any offsets by 2030, using its own on-site power plant, committing to renewable energy and [installing self-dimming windows to cut down on sunlight during bright days](#). But recycling and efficient HVAC can only do so much when your largest customer, American Airlines, is a massive, fuel-guzzling air carrier that flies in and out as many as 800 jets a day all using fossil fuel.

DFW International Airport is American's busiest airport, too, and a hub for both short-hop and long-haul travel.

That made DFW Airport a target for Neste, a Finnish company that is the world's largest sustainable aviation fuel producer. [American Airlines and Neste signed a sustainable aviation fuel agreement in 2018](#), the first of three agreements American Airlines has signed promising to take more than 130 million gallons of the fuel, although it has not said exactly when or for how much.

Altogether, stores and restaurants in all five of DFW Airport's terminals are producing about 32,000 pounds of used cooking oil a month for Neste to turn into sustainable aviation fuel, said Robert Horton, the airport's vice president of environmental affairs.

"We generate a lot of waste, a lot of undesirable products that have to go somewhere," Horton said.

But even though DFW Airport pumps in millions of gallons of regular jet fuel a year, the actual amount of sustainable aviation fuel has been limited to the delivery of 8,000 gallons of fuel last year to corporate customers.

American, one of Neste's bigger customers in the United States, gasses up some of its planes with sustainable aviation fuel at San Francisco International Airport because of the ease to get fuel shipments into the airport on the San Francisco Bay.

'A pretty good line of sight'

The commitment to buy nearly 4 billion gallons of sustainable aviation fuel by U.S. airlines should give global producers plenty to do in the coming years, especially in the years between now and 2030, when the U.S. Energy Department has set a goal for 3 billion gallons of the fuel to be produced. A decade later, airlines and [the Biden administration hope to spur producers to make as much as 30 billion to 35 billion gallons](#) by 2050, which would be enough to supply every commercial airline in the world based on demand projections.

For now, getting to those levels won't come cheap. A gallon of sustainable aviation fuel is about \$6 to \$7 a gallon for those with major commitments. Jet fuel is less than half that, even when [it was selling at more than \\$3 a gallon in March](#), the highest price airlines have paid since 2014, according to the Bureau of Transportation Statistics.

For years, airlines will likely lose millions on sustainable aviation fuel.

"In 2020, American Airlines used nearly 2.3 billion gallons of jet fuel in our operations, so even a small premium to purchase (sustainable fuel) has a big impact on our profitability," American Airlines said in a climate change questionnaire as part of its environmental plan.

Even if the price gap were to come down to 50 cents a gallon and American were to blend regular jet fuel equally with sustainable aviation fuel, [it would still cost the company about \\$574 million a year](#) based on 2020 consumption levels, which were the lowest fuel consumption levels in decades because of the COVID-19 travel downturn.

Committing to buy billions of gallons of sustainable aviation fuel is intended to spur producers, such as Neste and California-based World Energy, to keep making it, build new refineries and lower costs, said Steve Csonka, executive director of the [Commercial Aviation Alternative](#)

[Fuels Initiative](#), a research group backed by most major airlines and the Federal Aviation Administration.

“We have a pretty good line of sight to 800 million gallons of production in 2027,” Csonka said. “You could say there’s a pretty big gap there between 800 million and 3 billion, but there are about 40 new entrants coming into the space.”

That number would likely be pushed even higher if Congress passed tax credits that would give up to \$1.25 for every gallon of the fuel. That proposal is part of Biden’s Build Back Better bill under consideration on Capitol Hill.

Csonka likes to remind people that it took decades after diesel engines were developed to create an affordable and viable network of production and distribution in the United States and across the globe. And since then, oil producers and refiners have only gotten more efficient, further reducing costs for consumers and profits for oil companies.

Sustainable aviation fuel prices will come down if the research and infrastructure develop, Csonka said.

“You have to look at what’s going to happen to the price of petroleum during that time frame, the next 20 to 30 years,” Csonka said. “Do we expect it to increase naturally or because of carbon taxes? I think so, and that could be a big advantage for sustainable aviation fuel.”

Dallas Morning News

Amazon begins installing charging stations in North Texas for electric delivery fleet

Troubled EV maker Rivian is supposed to supply thousands of vehicles this year for the company's electrified fleet.

By Dom DiFurio

[Amazon](#) is pushing ahead with plans to [electrify](#) its North Texas delivery fleet, according to a permit filed with the state of Texas.

In early July, the e-commerce giant will begin construction on charging stations at its distribution center at 10001 South Freeway in Fort Worth. The project is estimated to cost around \$1 million and will be completed by Sept. 9, according to the filing with the Texas Department of Licensing and Regulation.

"We're working to electrify delivery stations across the country this year and over the next several years to help us support a zero emissions fleet and reach our goal of becoming net-zero carbon across all operations by 2040 as part of our commitment to The Climate Pledge," Amazon spokeswoman Kate Scarpa said in a statement.

[Rivian](#) delivery vehicles with Amazon branding are [expected to hit roads](#) as early as this year. Amazon invested in the electric vehicle startup as part of its \$2 billion pledge to cut emissions. It has ordered 100,000 electric trucks from Rivian and expects around 10,000 of them to be on roads in 2022.

It's unclear whether the charging stations permitted at Amazon's Tarrant County distribution center are part of the company's partnership with Rivian, and the spokesperson for Amazon declined to say on Tuesday whether they were specifically intended for use with Rivian delivery vehicles.

"Rivian is an important partner for Amazon, and we are excited about the future. Putting 100,000 electric delivery vehicles on the road by 2030 is no small feat, and we remain committed to working with Rivian to make it a reality," Scarpa said.

Rivian's IPO late last year was [one of the largest](#) in history, but the troubled electric vehicle company's stock value has [plummeted](#) nearly 90% since then. It was responsible for [quarterly losses](#) incurred by investors Ford and Amazon in recent weeks, and Ford is reportedly [ready to dump millions of shares](#) of Rivian stock.

Rivian is also entangled in the Georgia governor's race, where the [historic tax incentives](#) provided for its \$5 billion assembly plant have become a [flashpoint for debate](#).

Joining Amazon in electrifying delivery fleets this year is Plano-based Frito-Lay, which has ordered 40 of Ford's all-electric eTransit trucks for a [pilot program](#) in Carrollton.

Dallas Morning News

Dallas to pay engineering firm another \$16 million to shore up new convention center plan

Dallas has now committed \$21 million to WSP Inc to plan redevelopment in the convention center area

By Everton Bailey Jr.

Dallas officials have agreed to pay \$16 million to an engineering and design firm to flesh out plans for a new convention center and everything around it.

Though the Dallas City Council [in February approved tearing down](#) the downtown Kay Bailey Hutchison Center and building a new facility for up to \$2 billion, the plan currently isn't much more than a concept, Rosa Fleming, the city's director for convention and event services, told council members Wednesday.

She said WSP Inc. will need nearly \$15 million to assess how realistic the new convention center project could be, including working with the Texas Department of Transportation and Union Pacific Railroad to clear the construction of part of the planned 2.5 million square-foot structure over a nearby rail yard and Interstate 30.

Nearly \$1.2 million more would be added to the contract WSP has had with the city since January 2021 for transportation and land use planning as well as helping coordinate public meetings related to redeveloping the area around the facility.

"Now it's really digging into the master planning, no design, no construction, just the master planning," Fleming said.

Determining the feasibility of the project could be finished by December and a revised price tag for building the new convention center could come with it.

The design and construction phase would come after that.

The city plans to cover the costs for the new convention center as well as surrounding projects with hotel tax revenue. Construction for the new center is planned to begin in 2024 and be complete in 2028.

The City Council's approval of more money for WSP means Dallas has committed around \$21 million to the firm since last year to lead revamping the convention center area. The group was hired to [plan a 10-year redevelopment for the convention center on South Griffin Street and the surrounding area](#) from the Eddie Bernice Johnson Union Station to the Dallas Farmers Market.

The convention center is a key part of the plan. The planned footprint of the new convention center would essentially rotate 90 degrees from the current building so the entrance runs parallel with the west side of Lamar Street/Botham Jean Boulevard. Current plans call for the convention center arena and the Black Academy of Arts and Letters building to not be demolished, but questions remain about how current nearby landmarks like Pioneer Cemetery and Pioneer Plaza will fit in.

It was WSP that [pushed the idea of building a new convention center](#) over other options the company presented to fix or add onto the facility. The rebuild was the most expensive option,

but WSP said it would spark more development downtown, increase tourism-related revenue, and bring in billions in spending and new property taxes from the area.

According to WSP and city staff, tearing down the current convention center could open up 29 to 40 acres in the area. They envision a new mixed-use entertainment district connecting downtown to the Cedars neighborhood.

The convention center began as the 350,000-square-foot Dallas Memorial Auditorium in the 1950s and has undergone expansions and renovations five times since. The plan to completely redevelop the space has been in the works since 2015.

The convention center has \$500 million to \$700 million in maintenance needs, according to city officials, largely due to neglect. The needs include a new roof, escalators and reconstruction of other parts of the building to allow for modern upgrades.

Irving Weekly

Bike To Work Week Kicks Off May 16

By Irving Staff

Bike to Work Week begins May 16, and there are many ways to celebrate the joys of two-wheel transportation, even if pedaling to the office is not an option for everyone.

The North Central Texas Council of Governments encourages residents to embrace active transportation, whether they are going to work, school or meeting a friend for lunch down the street. It is a safe, healthy and fun alternative to traditional transportation.

As the nation continues dealing with the effects of the pandemic, the League of American Bicyclists, which sponsors this annual event as part of Bike Month, is again asking participants to simply be active during the week, which culminates with Bike to Work Day on Friday, May 20.

Riding a bicycle to work is an option for many people, even in an automobile-centric region such as Dallas-Fort Worth, which offers nearly 800 miles of off-street trails that connect people to nature as well as places they want to go. And with the region's public transportation providers allowing bicycles on their buses and trains, combining modes is an option for those who live and work near transit stops.

To help people still unsure about a more active commute, NCTCOG offers riders tips and other safety-related resources, whether they choose to try it once or make it part of their routine, at www.nctcog.org/biketowork. Additionally, NCTCOG's Look Out Texans campaign offers safety information on how residents can share the road, whether they bike, walk or drive. See the tips and other campaign information at www.lookouttexans.org.

Whatever your comfort level is with bicycling or how often you ride, you can still use May as an opportunity to become more active.

Need to go to the store for a couple of items? Leave the car at home and ride there.

What about that trail you've been wanting to check out by your house? Get the family together after work and use a leisurely ride to unwind and experience the region's natural beauty.

Want to take a break during your day working from home? Go for a quick spin around the neighborhood to get your blood flowing.

To provide further encouragement to North Texans to get active, Bike DFW and Try Parking It, the region's commute-tracking and ride-matching resource, have joined together for the [DFW Bike Month Challenge](#). Throughout the month, participants who sign up for the challenge can take their bikes to places they would typically drive or just ride more. Once they complete their trips, they can record their alternatives to driving and earn rewards. The top participants in the challenge can even earn some cool bike swag.

Whether you ride down the street or across the region, May is a great opportunity to get more active. For more on what is planned for Bike to Work Day and throughout the month, visit www.nctcog.org/biketowork.

Fort Worth Report

Explainer: How will a ‘superhighway of trails’ connecting Fort Worth to Dallas affect North Texas?

By Sandra Sadek

In a way, it’s taken 10 years to bike from downtown Fort Worth to downtown Dallas. That journey could become much more manageable soon.

A regional trail connecting the cities of Fort Worth, Dallas, Arlington, Grand Prairie and Irving is set to be completed in late 2023 or early 2024, a decade after it was first proposed. The North Central Texas Council of Governments is currently [soliciting name and logo branding ideas](#) for the 66-mile trail.

With the end finally in sight for the ambitious project, here’s what to expect going forward.

What is the trail?

The 66-mile trail from downtown Fort Worth to downtown Dallas was first discussed in November 2013 during a meeting between the cities of Fort Worth, Dallas, Irving, Arlington, Grand Prairie and the North Central Texas Council of Governments.

The project builds on already existing trails in each of the five major cities and connects them. The goal is to promote a safe way to bike and walk from Fort Worth to Dallas, passing through the suburbs, according to the council of governments.

Karla Windsor, a senior project manager at the [North Central Texas Council of Governments](#), describes the project as “the superhighway of trails.”

The southern alignment portion of the project is under construction and fully funded. A portion of the northern alignment remains to be funded and reconstructed as the final piece.

That part is expected to take a bit longer to complete, Windsor said.

How much does it cost and how is it being funded?

Since 2013, about \$41 million has gone into this project. Funded by local, state and federal dollars, the Regional Transportation Council awarded \$26 million toward the project.

The remaining \$15 million came through a combination of city funds, developer funds and the Texas Department of Transportation.

“It’s been cobbled together from a lot of sources over the years,” Windsor said. “It takes a little bit here, a little bit there. And finally, you’re able to fully fund it.”

How does this meet the growing needs of the Dallas-Fort Worth metroplex? What’s in it for Fort Worth?

As the area approaches nearly 7 million people, the regional trail project could bring transportation, health and air quality benefits.

The trail also offers different modes of transportation to residents to get to their destinations, Windsor said.

“We just think this is one more level to put into the matrix of choices,” she said. “It’s an important one, and this one connects our heavy commuter rail system, it connects to various places of interest. It’s an alternative path to get there.”

Will it bring any revenue?

The project’s vision is to create a partnership through the trail that encourages economic development and ecotourism as well as recreation and sporting events.

Participating cities are now looking at ways to bring trail-oriented development.

[Cities like Dallas](#) have already looked at possible ways to attract restaurants and hotels near trails.

A 2017 University of North Texas study showed that in 2016, the Trinity Trails brought in \$16 million to the local economy and helped create or retain 200 jobs.

Windsor said the goal is for the trail to be eventually state- and nationally recognized, with hopes of bringing people to the area to visit nearby amenities.

“Hopefully, there are direct and indirect benefits to our local government when it comes to paying back the region,” she said.

Simple Flying

What Are Dallas Fort Worth's End-Around Taxiways?

End-around taxiways are meant to decrease the risk of delays and incursions.

By Lukas Souza

This week, Dallas-Fort Worth International Airport (DFW), the world's second-busiest airport in 2021, completed its Northeast End-Around Taxiway (EAT). The completion of this project makes DFW the only airport in the United States with an end-around taxiway at both ends of a runway.

DFW is on a level of its own

The new end-around taxiway is a crucial part of Dallas-Fort Worth International Airport's overall ten-year infrastructure capital plan. Although the COVID-19 pandemic brought a lot of pain and financial struggles, it also brought many opportunities for change. DFW airport saw the pandemic as an opportunity to complete some of the projects that are part of its capital plan.

At the height of the pandemic, DFW completed a whopping 40+ projects that were valued at over \$500m.

Although the DFW airport was able to complete a significant number of projects during the pandemic, further expansion is still planned. The Texas airport has plans to rebuild and enhance runways, bridges, roadways, and to take care of other major infrastructure needs.

The end-around taxiway project is part of a package that is funded by the United States Department of Transportation (DOT). The package is focused on passenger experience and safety for those flying in and out of DFW.

What is an end-around taxiway (EAT)?

End-around taxiways are taxiways that are meant to reduce the number of runway crossings and encircle the end of a runway so that aircraft do not have to cross active runways.

In a typical airport with parallel runways, like Harry Reid International Airport, inboard runways are used for departing aircraft, and outboard runways are used for arriving aircraft.

Without end-around taxiways, arriving aircraft are forced to cross active runways which increases the risks of delays, and incidents like runway incursions.

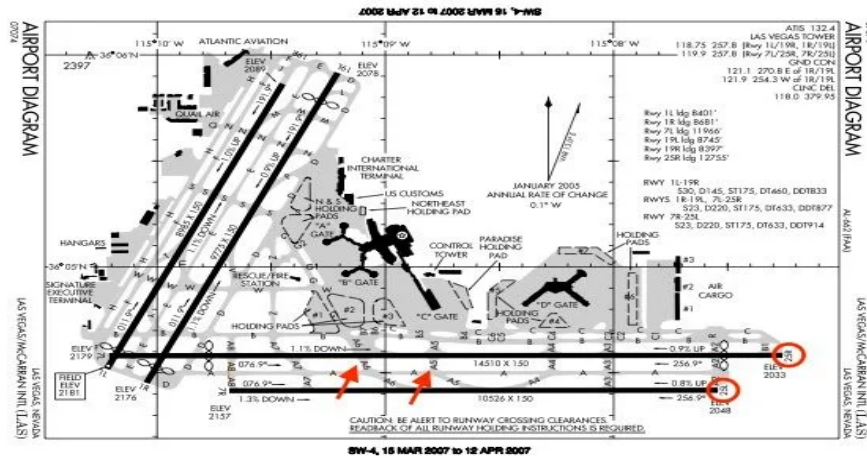


Photo: FAA

The airport diagram above is of the Harry Reid International Airport in Las Vegas.

The airport has two primary runways, circled in red on the diagram. Runway 25L is used for arriving flights, and 25R is used for departing flights. When flights land on 25L, in order to taxi to the gate, must use runway exits that cross the active runway, 25R.

The two most used runway exits used to exit 25L at LAS are A5 and A6, marked by the arrows on the map.

At the bottom of the diagram, the FAA has written, "Caution: be alert to runway crossing clearances. Readback of all runway holding instructions is required."

The purpose of the end-around taxiways is to reduce the risks of delays and incursions by allowing the aircraft to taxi around the end of active runways without interfering with operations on the runway. When EATs were first introduced, the intent was to allow EATs to be placed at the departure end of runways, so that taxiing aircraft could pass freely under departing aircraft.

In addition to the EATs at departure ends of runways, some airports requested that the FAA approve EATs at the arriving end of runways. This meant that aircraft would be allowed to taxi under arriving aircraft as well.

Fort Worth Star-Telegram

After Trinity Trails robbery attempt, paraplegic bicyclist returns to Ironman preparation

By Emerson Clarridge

From his near-flat position close to the ground, Trent Fielder's first effort to halt the robbery attempt that was underway used a bit of humor. Fielder, who is 48 and paraplegic, was on a bicycle on the Trinity Trails System in Fort Worth. About four hours after he began a ride to train for an Ironman, his assailant approached. The attempted robbery occurred about 2 p.m. on March 31 and on what was Fielder's first time on the trail. He lives in Joshua.

Throughout their encounter, the man standing before Fielder kept one of his hands inside the pocket of a hooded sweatshirt, intimating that he had a gun. Fielder said that he could tell that there likely was no firearm because the pocket held no weight.

"What do you have?" the man asked. He repeated the question. The assailant could have taken several items. A cellphone in a pack that Fielder stealthily shifted to his back. His driver's license that he showed the man or a credit card that he did not. A water bottle.

Fielder suggested that the man may be interested in a container of nutrition gel with an unpleasant flavor. "I said, 'You can have it. It tastes like [expletive].'" Fielder had parked in the 4800 block of Edwards Ranch Road and was near Bellaire Drive South when the robbery attempt occurred.

Doctors diagnosed Fielder in 2011 with Guillain-Barre syndrome, a condition in which the body's immune system attacks parts of the nervous system and destroys nerves that allow the brain to communicate with muscles.

The assailant grew frustrated when it appeared that he was not going to be able to leave with anything of value and turned his attention to the most lucrative piece of Fielder's property. "The bike," the man said. "The bike. I'll take the bike." Fielder had no intention of handing over the \$13,000 paracycle. He assessed that if the assailant came close, he could restrain him. Maybe knock him unconscious.

He told the man he has difficulty moving his legs and could not get off the bike without assistance. "You have to help me," the cyclist explained to his assailant. The man did not want to guide Fielder off, and his anger intensified. He kicked the bicycle, damaging the assembly of its derailleur, an electronic shifting system. After a second kick, Fielder smirked. "The third kick was me. He kicked me," Fielder said. He was struck in his hand.

The assailant left with nothing. Fielder used his arms to turn the bike around and struggled to get back to the parking lot. He called the police and later filed a report. Employees at a shop, Bike Mart, replaced the part for \$550 and did not charge Fielder for the labor. The suspect appeared to be between 17 and 25 years old, with dark hair, Fielder said.

He wore a black hooded sweatshirt, dark blue jeans with a brown leather belt and new white shoes. Fort Worth police have not announced an arrest. In a report to the city council in 2017 after a woman was sexually assaulted on the Trinity Trails, police said that crime along the trails is relatively rare. They encouraged its users to stay aware of their surroundings.

The woman who was attacked in 2017, Jesca Arnold, started a nonprofit organization called Safe and Happy Trails that aims to put emergency posts within about a quarter mile of each other on every trail and park in the area to protect vulnerable people.

Fielder has not let the robbery attempt deter him from his training. "The only way that fear can defeat you is if you run from it, and I don't want to run from it. I want to be here," he said. "... One thing that one person did shouldn't change the beauty of the Trinity and all the other people who were so instrumental in helping me after it happened. Out of a bad situation, I got to experience a part of Fort Worth community that maybe I didn't have a chance to before." The Ironman in which Fielder will participate is on Sunday in Tulsa, Oklahoma.

Fielder described the crime in a post on a Facebook group of regional bicyclists, and a retired law enforcement officer rode a bicycle with him about three weeks ago when Fielder returned to the trails.

"There's just nothing better than being able to be out in nature and have people smile at you as you're going and talk to you," Fielder said. "It's encouraging. It lifts your spirits."

Dallas has the 53rd best park system in the country, ranking finds

By Plamedie Ifasso

Dallas ranks 53rd in an annual ranking of park systems in the 100 most populous cities, a new report finds.

The Trust for Public Land ParkScore index evaluates the park systems by comparing the percentage of residents living within a 10-minute walk of a park, park space and park access communities of color and low-income neighborhoods have compared to white communities and high-income neighborhoods, the city's median park size, park spending per resident and park amenities.

Due to moves by other cities, Dallas' rank dipped three points from last year, but the city's park system scored near or above the national average. Dallas has a median park size of 7.8 acres, above the national average of 5.4 acres. Nationally, 75% of people live within a 10-minute walk of a park compared to 73% of Dallas residents who live within a 10-minute walk of a park.

The report also found that 73% of people of color and 72% of low-income households in the city have access to a park within a 10-minute walk. Black neighborhoods in Dallas have 40% more park space than the city median, and low-income neighborhoods have 5% less park space than high-income neighborhoods.

Trust for Public Land Texas state director [Robert Kent](#) said the ParkScore index measures the provision of park space and not the quality of those spaces.

"That's harder to measure and do an apples-to-apples comparison," Kent said. "I think that there's a lot of anecdotes out there, which there's some truth in them. You can go to some of these parks that are located in low-income neighborhoods or neighborhoods that are predominantly people of color, and you'll see that the quality of those parks is not necessarily and always at the same level that you might find in a high-income neighborhood or white neighborhood."

Parks are a central part of healthy and thriving communities and can help combat health and environmental issues often seen in low-income neighborhoods, Kent said.

"When you have a park nearby, that can help reduce the urban heat island effect and keep that neighborhood cool in those summertime heat waves like we're experiencing right now here in Dallas," Kent said. "When we look at it through an equity lens, considering that so many low-income neighborhoods face a variety of challenges, whether it's health, urban heat or other environmental issues, parks can be a really good solution to solve a lot of these other issues. That's why it's important to make sure that we're building parks and locating parks in the communities where they can do the most good."

Outside of Dallas, Plano placed 15th and was the highest-ranked city in Texas. The report found that 77% of Plano residents live within a 10-minute walk from a park.

Plano's median park size is 13.9, and 77% of people of color and 74% of low-income neighborhoods have access to a park within a 10-minute walk. Communities of color in Plano have 1% more park space than white communities, and low-income neighborhoods have 35% less park space than high-income neighborhoods.

Arlington moved up nine points in the ranking and was listed at 68. Arlington's average park size is 12.6, and 59% of its residents live within a 10-minute walk of a park.

The index reports that 60% of people of color and 59% of low-income neighborhoods have access to a park within a 10-minute walk. Neighborhoods of color in Arlington have an average of 68% less park space than white neighborhoods, and low-income neighborhoods have an average of 57% less park space than high-income neighborhoods.

Fort Worth also increased in the rankings and was listed at 86, three points up from last year. The city has a median park size of 8.7 acres, and 61% of its residents live within a 10-minute walk of a park.

Quality and equitable access to parks can improve the quality of life for residents and help the region attract top talent, Kent said.

"If you look at the data, we know that when businesses make decisions on where to relocate, where to set up shop, quality of life for their employees is always at the top of that list," Kent said. "Think about Plano when Toyota moved to the city.

You better believe that the fact that Plano had one of the best park systems in the country figured into helping make a case for why Toyota would want to move from California to Texas.

They were able to tell their employees amongst a lot of reasons to move to Plano, and they have one of the best park systems in the country."

"North Texas is a region that is driven by business or places to do business," Kent added. "Our civic leaders listen to our business leaders, so business leaders need to be proponents and outspoken supporters of the need for quality and equitable parks across the North Texas region."

Fort Worth Star-Telegram

‘Somebody is going to get killed.’ Fort Worth neighborhood fed up with street racing

By Abby Church

In east Fort Worth, the roar of souped-up cars, screeching rubber on pavement and cheering crowds watching spinouts on John T. White Road has neighbors begging the city and police for help. Street racing has been a problem in the area for years, but recently cars have taken over intersections and spectators have blocked streets as cars do doughnuts or spinouts, neighbors said. Dave Fulson, one of the directors for the John T. White Neighborhood Association, said that though he lives 400 yards from the Cooks Lane intersection where sliding is rampant, the noise sounds like it's 50 yards from the front door.

And the neighborhood association has had enough. Its members are demanding a solution and hope the problem will end soon with help from the city and police department.

The Texas Transportation Code outlaw's street racing and spectators in Fort Worth can now be fined up to \$500 after the City Council passed an ordinance in April 2021. The change came after a couple and the racing driver who hit them died in an accident in November 2020. In Arlington, a man was killed, and his passenger injured in January when his car was hit by a car racing another at 80 mph in a 45-mph zone.

Over in Dallas, police have formed a street racing task force to address the issue.

Fulson said racing is a constant but ramps up at night. The sliding, he said, happens at around five intersections down the stretch of road. Drivers and spectators block the intersections to form a makeshift arena. Then, the cars in the center start to spin, some with passengers hanging out of the windows. Others run around the cars.

Sometimes it's large groups; other times only a few people are involved. "It is the very definition of dangerous," Fulson said, recalling an incident he witnessed within the past two weeks in which a crowd of 75 gathered. Even on a calm Monday when traffic was scant and there were no racers in sight, the proof of what's become a regularity lingered. Where John T. White meets with Cooks Lane just off Interstate 30, black tire marks are burned into the road in whorls.

"They have absolutely no concern for, you know, the area," Fulson said. "They have no concern for the citizens. They certainly have no concern for their own safety or safety of others.

And it is really becoming a dangerous blight over on the east side." James Hook, vice president for the neighborhood association, said the crowds are blocking access for emergency vehicles.

"When they do this, you can't get through the intersection," he said. "You know people are just pretty much stopped. They block the roads in all directions." As drivers exit the interstate and make a left to find the road, they'll find land largely untouched by the area's fast growth.

Fulson thinks the neighborhood is a hotbed for such activity because of the rural nature of the area, a small police presence and lax enforcement compared to Dallas and Arlington. Fulson said the police flash their lights and activate their sirens to break up the crowds.

He wants to see arrests made and cars impounded. If arrests start happening, he said, word is bound to get around and the issue will stop.

The neighborhood police officer couldn't be reached for comment, and a representative with the Fort Worth Police Department directed phone questions to the department's media email.

The department did not immediately respond to the email. The association wants a roundabout that would keep traffic flowing and eliminate the ability to do tricks. It's something council member Gyna Bivens, who represents the area, thinks will work, and she said she's waiting to hear back from the city's streets director about the neighborhood's proposed solution.

Bivens also wants to loop in Crimestoppers so people who take down license tags can get rewards. "People don't really like stepping up, but when it comes to John T. White, those people are not intimidated at all," Bivens said. William Johnson, the city's transportation and public works director said that the John T. White and Cooks intersection is one of the targets in the city's 2022 road bond package.

Design work for the road hasn't begun, but Johnson said the city would study the intersection to determine the best solution for the area, whether that's a roundabout or signals. Katina Gifford, who has lived in nearby neighborhood Hidden Meadows since 2013, had no idea the racing was happening, but said the intersection has been always dangerous. Drivers treat it as a free-for-all, she said, and no one pays attention. Despite improvements, she said it still feels dangerous.

Another neighbor said she would be front and center for any meeting called on the issue. "Why do we want that junk out there?" she said. Fulson said a meeting will happen soon with Bivens and the neighborhood police officer to address concerns and stop the racing and sliding, issues he believes could turn catastrophic. "Somebody is going to get killed doing this, and it's probably going to be sooner than later," Fulson said.

D Magazine

Automated Trucking Rolls Into North Texas

Kodiak Robotics and AllianceTexas are teaming up to bring the future of transportation to North Texas.

By Will Maddox

You may not have known it when you drove by an automated truck here in North Texas, and that is precisely the point. With technology honed and perfected at transportation mega-hub AllianceTexas, several automated vehicle companies are operating on North Texas roads. And it is only the beginning.

Part of the supply chain chokepoint is the 80,000 shortage of long haul truck drivers. That deficit is expected to balloon to 160,000 by 2028. AllianceTexas' mobility innovation zone has played a vital role in developing several companies' automated technology. Alliance's intermodal port allows for smooth and automated interaction between truck, train, and air freight, providing the infrastructure and space necessary to make automated vehicles a reality here in North Texas.

"We said we wanted to go and start trying to commercialize something to give these companies a way to calm and scale these technologies knowing that there are a lot of folks in this page going to take a lot of coordination," says Russell Laughlin, executive vice president at Hillwood.

He leads infrastructure planning at the 27,000-acre master-planned community AllianceTexas. "We believe that supply chain and logistics will lead the adoption of autonomy and mobility."

Kodiak Robotics is one company that has benefitted from that relationship. The company's engineering headquarters are based in California, but their operational headquarters are here in North Texas, where the nearly two dozen trucks have been delivering goods for paying customers since 2019. Kodiak was founded by Don Burnette, who cut his automated vehicle teeth as one of the original software engineers working on Google's driverless car before he saw an opportunity to move into the trucking space.

Kodiak's North Texas trucks aren't driverless—yet. Right now, there is a safety driver who drives the vehicle to and from the highway when the system takes over for the long-haul miles. It isn't too different from how a pilot in a commercial airline will switch to autopilot once the plane has reached cruising altitude. "You probably have seen one of our trucks on the road, and you probably didn't give it much thought because they drive pretty normal," says Daniel Goff, head of external affairs at Kodiak. "They stay in the right lane; they don't speed, weave in and out of traffic, and don't stop and start suddenly." Kodiak has never received a complaint from another driver via the Texas Department of Transportation.

The company's trucks operate between Dallas, Houston, Austin, Oklahoma City, and San Antonio and have a pilot to Atlanta starting soon. Kodiak is focusing on long-haul trips rather than first- and last-mile for a few reasons. First, the technology isn't quite where it needs to be to deal with more difficult surface streets. Secondly, the labor shortage and with supply chain issues means that companies have more demand for long-haul work than trips within the region. "By focusing our technology on those long-haul miles, we can create sustainable first and last-mile jobs that allow people to be home not missing their families for days and days at a time," Goff says.

Aurora Innovation is also in the autonomous vehicle space, and their operations focus on Texas as well. They have partnered with clients like FedEx and Uber freight to deliver goods with manned autonomous vehicles made by Peterbilt between Houston and Palmer, Texas.

Aurora was founded in 2017 by Sterling Anderson, Drew Bagnell and Chris Urmson, who was also part of the Google self-driving car. The company works with vehicle manufacturers and installs its hardware and software on the vehicles before launching them on the roads.

Texas is a hub for many of these companies because of its growing population and business-friendly regulatory environment. House Bill 2205 passed unanimously in 2017 and implemented safety standards for automated vehicles in the state. The bill aligned standards with the national highway safety regulations but prevented local municipalities from creating their own criteria for autonomous vehicles.

The bill says that automated trucking companies have to follow all the same rules that regular trucking companies do, including insurance for the company and class-C licenses, and drive-time limits for safety drivers. Being treated just like other companies is precisely what the Kodiaks and Auroras of the world want. In addition to the regulatory openness, Kodiak has benefitted from a desire to bring innovative companies from private and public interests to the region.

“We have had a lot of people happy to have us, from TxDOT to the North Central Texas Council of Governments and private sector partners like Alliance,” Goff says. “They are people who are open to the technology and excited to have companies like Kodiak in the area.”

Texas’ geography is also friendly to the technology. It gets a bit of all seasons, but overall, the weather doesn’t pose many challenges to autonomous vehicles. “Texas has long stretches of highway that are conducive to this technology,” says Jeremiah Kuntz, who is the government relations manager at Aurora. “There is also a large amount of freight that moves in and through this state, so it makes a lot of sense to locate in Texas because it fits the business model.”

Goff says the next couple of years could see Kodiak’s transition from trucks with safety drivers to completely driverless vehicles, but it is already happening elsewhere. Automated trucking company TuSimple has been piloting driverless vehicles on the 113 highway miles between Tucson and Phoenix in Arizona. It will soon be partnering with Union Pacific to move freight along that route.

Kodiak is looking to expand its fleet to 25 by the end of the year to increase its ability to test the vehicles and serve more clients. There are still some hurdles to overcome, such as the rule that says if a semi-truck is broken down on the side of the road, the driver has to place cones or flares behind the truck to alert other drivers. That requirement might be tricky for driverless vehicles, but companies are working with transportation and law enforcement departments to find a solution.

Aurora is looking to launch a Texas route for commercial partners at the end of next year and have secured non-binding reservations through 2025. In May, Aurora partnered with Covenant, a logistics company that is looking to use driverless technology to augment its long-haul trucking business.

Operators in the space are confident about the safety and efficacy of the technology. They run countless scenarios and prove the technology can perform better than humans. By the time a vehicle is driverless, it has been through much more than the 15-minute driver test that teenagers have to pass. “We’re talking about a vehicle that, by the time it’s driverless, will be the most tested, proven out, carefully analyzed driver in history.”

D Magazine

The Santa Fe Trail Detour Isn't Safe

Are you up for playing real-life Frogger on Garland Road?

By Tim Rogers

Near the south end of White Rock Lake, we've been dealing with some road construction as TxDOT works to reconfigure the intersection where Garland, Grand, and Gaston roads converge. It's been super fun. As part of that project, the Santa Fe Trail bridge over Garland Road was supposed to shut down—back in early April.

Well, the pedestrian bridge finally closed last week, and a detour has been instituted. It sucks. More than sucking, it puts people in danger.

Yesterday, in a journalism-style field investigation, I rode the detour with my phone duct taped to my helmet so that I could bring you the thrilling video below. It's about 14 minutes long. After you watch it, though, you'll wish it were twice that length. That's a guarantee. A few observations and highlights:

Along my ride, I met a woman walking a pig on a leash. If you take away nothing else from this exercise but one fact, I want it to be this one: there are people in East Dallas walking pigs on leashes.

This detour needs to be reconfigured. It crosses Garland and Grand roads—aka State Highway 78—not once but twice without signal-light protection for cyclists and pedestrians. One of those crossings is six lanes wide. With no exaggeration, this thing is dangerous.

Bike DFW calls it "a tragedy waiting to happen." Councilman Jesse Moreno tweeted yesterday that they have asked the city's Park and Recreation Department to reevaluate the detour. That needs to happen posthaste.

One last detail about this amazing video: I ended my trip by paying a surprise visit to a special friend of FrontBurner who happens to live near the Santa Fe Trail. When I have more news about his injury, I will update this post. Let's be careful out there, folks.

<https://youtu.be/b-YMfAYEgd4>

Culture Map Dallas

Uptown Dallas, Inc. looks to future with scooters and two-way streets

By Teresa Gubbins

Uptown Dallas Inc. cast an eye towards the future at its annual meeting on May 19 with updates on two neighborhood initiatives in the works.

The nonprofit dedicated to the Uptown district is focused on the conversion of McKinney Avenue and Cole Avenue from one-way to two-way streets, and on creating an ordinance that would help keep a lid on late-night venues.

An audience of about 80 residents and business owners turned out at the Canopy by Hilton to hear the latest developments and agenda items for the remainder of 2022.

Two-way street conversion

The idea of transforming Cole Avenue and McKinney Avenue from one-way streets into two-way has been on the table since [at least 2015](#). Such a conversion would slow traffic through residential and commercial neighborhoods, reduce the number and severity of accidents, and make it safer and more walkable for anyone not in a car.

[Studies](#) have been done, [stories](#) have been written, and [public meetings](#) have been held. Walkability guru Patrick Kennedy is involved.

The following roads will be converted from one-way to two-way:

- McKinney Avenue from Allen Street to Harvard Avenue
- Cole Avenue from Harvard Avenue to Carlisle Street
- Harvard Avenue from McKinney to Cole
- Carlisle Street from Cole to Allen
- Allen Street from Carlisle to McKinney

They'll also need to replace signs and traffic signals, make pedestrian improvements including sidewalks, ramps, lighting, crosswalks, plus add curb extensions with parking; and relocate the McKinney Avenue Trolley at certain spots including Cole Avenue and Allen Street.

The estimated cost is \$21.1 million, with funds coming from a partnership between the city of Dallas, which is investing \$7.3 million from a 2017 bond; \$1 million from Uptown Dallas, Inc.; \$1 million from TxDOT; and \$11.8 million in federal funds via TxDOT/RTC.

Katy Slade, who serves on the organization's Two-Way Conversion Committee, said they anticipate getting it done within 18 months, calling the process both "simple, yet complex."

In 1969, all streets were two-way. The one-way template was [added](#) in 1972, to provide an alternative route to downtown and add capacity while US-75 was being expanded.

Scooters

In a guest appearance, Dallas City Council member Paul Ridley said that scooters are likely to return to Dallas, but with a new more stringent set of restrictions that include:

- Limit the number of scooter vendors allowed to operate in the city to three
- Limit the number of scooters overall
- Limit the hours, from 5 am-9 pm
- Limit the kinds of scooters to those that can be shut off remotely after hours
- Ban their use on sidewalks
- Create parking zones

Promoter ordinance

Ridley shared intel on a promoter ordinance currently under consideration by the Dallas City Council, an outgrowth of a tragedy that occurred in southeast Oak Cliff in early April at an event called the Epic Easter Bike Out and Field Party that ended in a shooting with one person killed and 15 injured. The event did not obtain proper permitting which might have provided oversight.

The city has since filed a lawsuit against the property owner, identified as St. John Missionary Baptist Church, Inc. in Dallas, and the promoter, Germaud L. Lyons, aka Bossman Bubba.

SUP ordinance

Ridley also revealed an SUP ordinance in the works that would require new late-night venues in Uptown to apply to the Dallas City Council for a special-use permit, which would periodically need to be renewed.

It would put the bar owners on the city council's radar, and if the bars were not operating responsibly, their permits could be revoked.

"Bars in Uptown currently don't have to register, and as a result, we're having problems with things like crime and litter," Ridley said. "It's not an immediate panacea, but there's a quick turnover with most bars. This has worked very well on Lower Greenville and made it a safer and saner place to be at night."

The trolley

In an effort to improve its performance, especially in the frequency of service, The McKinney Avenue Trolley is now running 3 cars at all times and 4 cars on weekends. Some riders complained of long wait times.

Dallas Observer

Who's Behind the Uncomfortably Detailed Phallus on a DART Construction Site Porta-Potty?

By Patrick Strickland

It all started with an alarmingly detailed artistic portrayal of a phallus. The graffiti in question was scrawled on the side of a portable toilet at a North Dallas construction site off the path that will eventually become the Silver Line.

Alongside the phallus was a message. Although it's difficult to decipher, it appears to read: "Right up the butt."

Still under construction, Dallas Area Rapid Transit's 26-mile rail line is slated to serve North Dallas, Richardson and Plano and connect to the Dallas-Fort Worth Airport. The line has met [some resistance in North Dallas](#).

City Council member Cara Mendelsohn posted on Facebook and Twitter photos of the portable toilet late Thursday. She blamed either DART or Archer Western Herzog, the contractor building the Silver Line, for placing the penis-emblazoned portable toilet there.

<https://twitter.com/caraathome/status/1527517047214772239?s=20&t=q2OQBfQRUcqVcJys8eJiMA>

Writing on Facebook, she described the toilet as part of a "juvenile stunt to taunt Far North Dallas — putting a port-a-potty with pornographic graffiti on the residential corner next to a homeowner that vocally opposes their #SilverLine project."

"Kids pass by this on the way to school," Mendelsohn wrote. "Grow up Archer Western Herzog!" (To be fair, it looked remarkably similar to something a kid would draw, but hey ...)

Neither DART nor Archer Western Herzog responded to the *Observer* about the City Council member's accusations of taking a jab at local North Dallas residents who oppose the Silver Line, which is also known as the Cotton Belt Line.

On Facebook and Twitter, some social media users joined in with Mendelsohn in condemning what they saw as an intentional act of retaliation.

Others questioned whether it could be the case that someone else vandalized the toilet after it had been placed in that location. But Mendelsohn insisted a nearby resident said it had been dropped off already bearing said art.

Some social media users seemed to appreciate the art. "After years working in construction and using porta potties daily I really want to create one of those nice coffee table books of porta potty art," one person wrote on Facebook. "There's some damn fine work being done that needs to be appreciated."

Another wrote simply, "That's art," to which yet another Facebook user added: "The hair is a nice touch."

One person even suggested a title: "The Phallus of North Dallas."

Dallas is a city where satisfying answers can be hard to come by, but rest assured that the *Observer* is on the case.

Dallas Morning News

Dallas has no written plans to curb pedestrian accidents, city audit says

Ignoring crash data and a backlog of 1,500 faded crosswalks are among issues noted in a city report

By Everton Bailey, Jr.

Dallas doesn't have any written procedures for how to decrease the number of pedestrians hit in traffic, doesn't check to see if any preventative measures now in place actually fix the risk of accidents and is way behind on making sure old crosswalks are still visible, says a [stinging city audit released Monday](#).

Along with no formal plans, the city's transportation department doesn't have any performance measures that address pedestrian safety or any specific goals or timelines for proactively lowering crashes at locations where multiple people have been hurt, even though the department routinely collects crash data.

The city also has a backlog of 1,500 crosswalks in need of re-marking, which would cost \$1.2 million.

That's all according to a routine review of the transportation department by the city auditor, which will be formally presented to the City Council's government performance and financial management committee next month.

<https://s3.documentcloud.org/documents/22035528/audit-of-dallas-transportation-department-52322.pdf>

City transportation director Gus Khankarli didn't respond to a request for comment about the 14-page audit. In a letter to city auditor Mark Swann responding to the report, City Manager T.C. Broadnax said the city is already working on plans to address many of the issues raised by the audit.

One of them is Vision Zero, which was requested by the City Council in 2019. City staff is set to present a full plan for that effort to the council sometime this year [mapping out ways to improve residents' safety on roads](#), including having zero traffic deaths by 2030.

"Coincidentally, the (transportation) department previously recognized several of the issues described in the audit report as needing enhancement," Broadnax wrote. "Transportation has been developing and implementing solutions to address those issues over the past three years."

Broadnax could not be reached for comment Monday evening.

Dallas, the ninth-largest city in the U.S., ranked 5th in 2020 among pedestrian deaths in cities of at least 50,000 people, [according to the National Highway Traffic Safety Administration](#). The 66 people killed put Dallas below only Phoenix, Houston, New York and Los Angeles.

Among the nation's 20 largest cities, Dallas had the highest rate of pedestrian deaths per 100,000 people in 2020.

Among the city audit's findings:

-- Dallas doesn't have any set criteria for when intersections warrant further investigation to evaluate safety issues in areas where people have been hit several times. There's no uniform

tracking of what improvements are needed. And there are no procedures to see how well improvements are working.

“Due to this, some high injury locations may not be addressed in a timely manner and may cause equity issues,” the audit said.

-- The city has a yearly goal of re-marking 830 crosswalks a year, but last fiscal year funded only 70 crosswalks.

-- The city has seven transportation workers responsible for all crosswalk maintenance in Dallas and the City Council has reduced the budget by more than \$400,000 since 2016.

The auditor’s office recommended Khankarli create specific plans to improve pedestrian safety with timelines for when they’re implemented as well as ways to track progress.

Recommendations also included developing written policies to incorporate pedestrian accident data Dallas already collects into those plans as well as a criteria for when to proactively further examine pedestrian traffic issues in specific areas of the city based on trends seen in the data.

Khankarli should also create a plan to clear the backlog of crosswalks that need to be re-marked and include an estimate of how many years it’ll take, the audit said. The city also needs to inspect safety measures, like signals, signs and crosswalks, more frequently, according to the audit.

Federal and state guidelines, for example, call for pedestrian traffic signals being inspected every six months and crosswalks being refreshed every seven years. Dallas requires pedestrian traffic signal maintenance every 18 months and crosswalk re-marking every 10 years, the audit said.

Broadnax wrote that the city does not plan to follow two of the recommendations. He said the transportation department won’t follow federal recommendations that pedestrian and bike safety plans prioritize pedestrian traffic over all other modes of transportation, instead opting to focus on safer roadways for all users.

He also said the city won’t line up maintenance guidelines with federal and state standards.

“While transportation agrees it would be ideal to align maintenance schedules for pedestrian safety with leading criteria, we will accept the risk for this recommendation due to resource challenges and uncertainty, particularly regarding funding and recruiting and retaining an adequate number of skilled employees,” Broadnax wrote.

Khankarli is one of four top city officials included at the end of Broadnax’s letter.

The audit comes as the city is creating and trying to put into place several different traffic-related plans including ones to [address thousands of miles of missing sidewalks](#), and a plan to create guidelines to help city officials [prioritize policy decisions and future projects that incorporate multiple forms of transportation for residents](#).

The transportation audit has been in the works off and on since at least 2020.

Dallas didn’t have a dedicated transportation department until 2017. Transportation was previously part of the city’s public works office.

Weatherford Democrat

County awards \$59K to nonprofit entities out of auto registration fees

By Sally Sexton

The Child Safety Fund Fee continues to be a county-wide success, with commissioners Monday approving more than \$59,000 to go to three nonprofits.

Parker County Tax Assessor/Collector Jenny Gentry said her office had netted \$59,445 during the January-March quarter. The money comes from auto registration, including title transfers or renewals, with a fee of \$1.50 for every registration renewal.

Commissioners approved the distribution of \$8,916 to go to the Parker County Child Protective Services Board; \$20,805 to CASA-Hope for Children; and \$29,722 to the Parker County Children's Advocacy Center. To date, they have collected roughly \$180,000 since the fee was implemented in August of 2019. The court Monday also approved two change orders for the East Loop.

Freese and Nichols consultant Chris Bosco said the first was for Phase 1, which includes authorizing a \$42,791 to close out the job and do a final pay request with the contractor. There had been three previous change orders equaling a credit of more than \$38,000, which will be used for this contract. Bosco also got the green light on a change order for the Kelly Road project to reduce the contract by \$256.

In other business Monday, the court:

- Approved the membership of Jeannine Kuhnell to the Parker County Historical Commission.
- Accepted an application for tax abatement with AMG Technology Investment Group, also known as Nextlink Internet.
- Authorized County Judge Pat Deen to sign an interlocal agreement with the Public Employee Benefits Cooperative. The group, employed by the North Central Texas Council of Governments, represents Parker, Dallas, Tarrant and Denton counties and serves as the "middle man" between the counties and their medical providers, Employee Benefits Coordinator Becky McCullough said. Parker County's total cost for 2022 is about \$44,300 of PEBC's \$1.9 million.
- Approved the two-year appointment of Wise County Judge J.D. Clark as a representative of Wise and Parker counties on the Regional Transportation Council with Deen, who has previously served in that role, as the alternate.
- Heard an update from Richard Heizer with the American Rescue Plan Act committee on applications for funding. Heizer said they had received eight requests so far, and applications for public and private entities that are eligible to receive funding through ARPA have until 5 p.m. June 3 to submit their applications. Those can be hand delivered to Court Coordinator Rich Contreras at the Parker County Courthouse or via email to rich.contreras@parkercountytx.com.

Dallas Business Journal

'Destined for failure:' Congressmen urge Texas Supreme Court to kill bullet train

By Holden Wilen

Three U.S. congressmen representing communities that would be affected by a proposed bullet train between Dallas and Houston have weighed in as the Texas Supreme Court prepares to hand down a decision that could decide the project's fate.

U.S. Reps. [Kevin Brady](#), [Jake Ellzey](#) and [Michael T. McCaul](#) submitted an amicus curiae letter on May 16 urging the justices to rule that Texas Central Railroad & Infrastructure Inc., the company behind the proposed \$30 billion project, cannot use eminent domain to take property. [James Miles](#) of Leon County sued Texas Central in 2019, and the Texas Supreme Court is expected to issue a ruling this summer.

The congressmen, all Republicans, described the project as "woefully unprepared" because Texas Central does not have the funding or necessary regulatory approvals to move it forward. Texas Central has not applied for permits from the Surface Transportation Board and has not received approval from the Federal Railroad Administration.

"Granting TCR the extraordinary power to seize 240 miles of private property will serve only to devastate thousands of landowners and the communities in which they live and rob the American taxpayer," the letter reads. "As it stands, TCR is merely a grossly underfunded promoter of a project that has one foot in the grave."

Texas Central did not respond to a request for comment.

The proposed high-speed train would travel at a speed of up to 200 miles per hour using Japanese technology and enable passengers to travel between Dallas and Houston in about 90 minutes, according to Texas Central. The company argues the project will benefit Texas by taking cars off roads, creating thousands of jobs and [generating billions of dollars in economic impact](#).

Texas Central CEO [Carlos Aguilar](#) has long said the project will be privately funded, and the company would not take public money. The congressmen honed in on Aguilar's statement last year while participating in a WFAA-TV podcast. They accused him of flip-flopping after he said the project [hinged on Congress passing a bipartisan infrastructure spending bill](#).

During the podcast, Aguilar maintained that the project would be entirely privately funded and that the company would not seek federal grants or tax money. Instead, he said the infrastructure law would create low-interest, long-term loans Texas Central could apply for.

Congress ended up passing a \$1.2 trillion federal infrastructure package. The congressmen said in their letter that Texas Central cannot apply for any of the federal funding because the law's programs are "reserved exclusively for public projects."

They also questioned the ability of Texas Central to get the project done since it still needs to go through lengthy regulatory processes. The company has not applied for permits despite the

Surface Transportation Board's denial of a request by Texas Central to be exempt from a full application process almost two years ago.

The congressmen warned of the harm that could be caused if Texas Central manages to take land and fails to make its train a reality.

"If the Court allows TCR to seize private property for a project that is destined for failure, miles and miles of rural Texas will be permanently scarred with taxpayers left to foot the bill," they wrote.

In addition to the letter from the congressmen, 10 Texas state representatives and two state senators also submitted a letter in April to the court urging a decision in favor of Miles, the landowner.

Lawyers representing the counties of Grimes, Madison, Leon, Waller, Freestone, Ellis, Limestone and Navarro also submitted a court filing last month [accusing Texas Central of being delinquent in paying more than \\$620,000 in property taxes.](#)

D Magazine

TxDOT's Official Recommendation for I-345: Don't Remove It, Bury It

The state's "preferred alternative" for the highway between downtown and Deep Ellum is to bury it below-grade, reconnecting the street grid by way of the existing streets. Outright removal appears doomed.

By Matt Goodman

The Texas Department of Transportation believes the elevated I-345 highway should be buried in a trench between downtown and Deep Ellum, restoring connectivity by way of the existing at-grade city streets; the agency didn't go so far as to recommend replacing the freeway with a boulevard.

TxDOT unveiled this "preferred alternative" during a public meeting Tuesday evening at the St. Philips School and Community Center after winnowing down five construction options to one.

The winner is called the "hybrid alternative," which the state believes is a compromise between groups that wanted to tear out the freeway and others who argued for a status quo repair of an aging traffic corridor that connects interstates 30, 45, 35, Central Expressway, and Woodall Rodgers. The trench will be about 65 feet deep.

But that traffic corridor occupies 1.4 miles in the core of the city, on the east side of downtown. The highway opened to traffic in 1974 and is nearing the end of its life, presenting the city with a unique opportunity to rethink the enormous spread of concrete that occupies land that could otherwise support development. When it was constructed, the highway gashed Deep Ellum and cut it off from downtown.

This magazine sparked a conversation about removing the highway in 2014, when the urban planner and current DART board member Patrick Kennedy wrote a story titled "Why We Must Tear Down I-345."

"People are clamoring to move to an urban neighborhood, but an elevated highway stands in their way," read the subhead of that story.

Under the hybrid plan, the "urban neighborhood" would sprout on decks over the freeway similar to the infrastructure of Klyde Warren Park. TxDOT has identified 11 areas over I-345 that could be decked at-grade and would be able to house buildings or "deck plazas."

Those areas total about 8.5 acres, stretching from Canton Street past the exit to Woodall Rodgers Freeway. The hybrid plan will also create 7 acres of surplus right of way aside the buried highway.



But the state does not plan to pay for those decks. The funding for capping 345 will have to come from other public sources, be that federal grants, the North Central Texas Council of Governments, or the city itself. Getting the money to put these decks over the freeway will likely require creative maneuvering, but the U.S. Department of Transportation has included language in grants that prioritizes projects that reconnect neighborhoods. It's not clear how much those decks will cost, but the state expects the base project to be about \$1 billion.

If everything goes smoothly, construction won't start until 2027 or 2028.

TxDOT district engineer Mohammed "Mo" Bur says that the air rights can be leased to allow for buildings in these spaces. Removing the freeway is likely off the table, TxDOT says, because of traffic models that show an additional 19,000 hours of congestion each weekday.

The state estimates average increases of 40 percent to 50 percent in weekday congestion for drivers if the highway wasn't there. (Ceason Clemons, a deputy district engineer at TxDOT, says those numbers were calculated by using traffic models created by the NCTCOG. It also used anonymous Bluetooth data to track how drivers used the highway, finding most of its trips were coming from Dallas residents, not freight cutting through the city.)

"Everybody perceives it pretty much as a barrier," Clemons says. "We don't think the removal is the right way to go, mainly because of the impacts to traffic."

New at-grade connections between downtown and Deep Ellum will include Good Latimer Expressway, Cesar Chavez Boulevard, Canton, Commerce, Main, Elm, and Pacific streets.

Live Oak and Ross will also fly over the highway. TxDOT plans to design each of those with "Complete Street" elements, including protected infrastructure for pedestrians and cyclists, Clemons says. (Final design will be worked out later.)

DART's Green Line would be at the same depth as the highway and the planned D2 subway would run adjacent. Carpenter Park will lose its basketball court, but is otherwise unaffected. (Those portions of the park could be rebuilt above the highway.)

There will be no frontage roads onto 345, and the cumbersome ramps will disappear. It becomes more of a pass-through for drivers traveling to the adjacent highways. TxDOT also plans to design exits earlier on Woodall to split traffic so that drivers heading to I-30 or Central Expressway don't have to bob and weave across the highway.

"Our intent from day one was ... to separate this traffic as quickly, as early as possible," Bur says.

So why not pursue a full removal? The answer may be in San Antonio. In 2014, TxDOT gave the city permission to shrink 2.2 miles of Broadway Avenue just off Interstate 35, effectively removing it as a connection of the state highway system.

According to the San Antonio Report, voters approved \$42 million in bond funding to transform this portion of Lower Broadway into a meandering boulevard accented with development. To do so, the city needed to remove two of its six lanes.

In January, the Texas Transportation Commission—TxDOT's board of commissioners, which approves funding for transportation projects—voted to rescind its offer to hand over Broadway, saying the thoroughfare "continues to be needed for state highway purposes." The commissioners are prioritizing traffic capacity.

The question is, if San Antonio can't get a road diet approved for an old highway, what are the chances TxDOT allocates funding and approves removing I-345? That's where the compromise is: the highway stays, but some development can still happen.

For the record, Bur and Clemons never brought up the Broadway project, but the matter shows how difficult it can be for cities to rethink the transit corridors that have existed for decades.

There is also the matter of public support. TxDOT says 66 percent of about 1,000 respondents from its public meetings and online surveys expressed a desire to keep the freeway.

During its early public meetings in 2019, the state received feedback from 847 people: 27 percent wanted the highway to stay the way it was, 31 percent wanted it sunken, and 27 percent wanted it gone.

Democratic state Sen. Royce West has been very clear that he wants that freeway to stay in some form. Michael Morris, the transportation director for the NCTCOG, has said his preference is burial, not removal.

TxDOT says the hybrid model has the support of the city of Dallas, the Deep Ellum Foundation, the Greater Dallas Planning Council, and Southeast Dallas NOW. Downtown Dallas Inc. didn't endorse a plan, but provided "detailed feedback."

Now, TxDOT will seek official resolutions of support from the Dallas City Council, DART, and other public bodies. Construction is a long way off. If the hybrid alternative gets support, TxDOT's environmental study will take about two years to complete, Clemons said.

The Texas Transportation Commission will have to include it in its 10-year plan, which is where the state allocates money for large transit projects. If there are no hiccups, the earliest construction will begin will be 2027, Bur said.

But the state finally has its preferred alternative. And now the discussions begin. [You can head here](#) to tell the state what you think.

D Magazine

The New and Improved Santa Fe Trail Detour

Now with less chance of death!

By Tim Rogers

First, I'd like to make it clear that I am in no way suggesting that I'm an American hero who deserves a statue erected on the Santa Fe Trail and probably even a namesake burger at the soon-to-open Casa Linda Rodeo Goat. Nothing of the sort. I am just a humble journalist with a pricey All-City bicycle, a roll of duct tape, and a strong desire to make Dallas an even better place.

On Monday, I strapped my phone to my helmet and road the Santa Fe Trail bicycle and pedestrian detour, near the south end of White Rock Lake. Tuesday, I posted a [video](#) that showed how dangerous the detour was. Today, TxDOT sent out a press release and a map (above) announcing that they'd changed the route, taking it up Tucker Street.

Did I save a life? Of course, it's impossible to say. But if I'm being honest, I probably saved the life of a 6-year-old girl who will grow up to cure cancer. So, yes, it was worth it.

(OK, kidding aside: I wasn't the only one who made noise about this. Folks were writing to City Council members. There was significant chatter on social media. This was a group effort. Kudos all around. And the Tim Rogers should be a turkey burger on wheat with [Yellowbird](#) sriracha.)

Dallas Morning News

After years of neglect, The Bottom in east Oak Cliff is blooming

A neighborhood tree-planting and a road redo are acts of faith.

By Dallas Morning News Editorial

Pastor Vincent Parker gathered a group of volunteers on a recent Saturday outside his church in The Bottom, a historically Black neighborhood just south of the Trinity River in east Oak Cliff. They were in sunny spirits even as an overcast sky threatened rain.

The volunteers were about to plant a bunch of trees on church grounds: a Mexican plum, a little gem magnolia and two Eve's necklace trees, all of which will burst with blooms at springtime. A landscape designer also brought a Texas native pecan tree that can be harvested by neighbors in the fall and two varieties of oak trees that will keep squirrels happy and well-fed.

The money for the trees came from a beautification grant, but this wasn't just an environmental project or a chance to embellish the neighborhood, Parker said. No, the seven trees were a whole lot more than that.

"For me, it's a step of faith," Parker said before launching into prayer. "I'm not going to get to see the benefit of all the shade that these trees will provide. This is a statement of our faith in our community and the work that is yet to come. Maybe my grandchildren will get to lay under the tree with all the shade."

In some ways, The Bottom is already blooming. The neighborhood is finally courting attention and investment after decades of neglect. It's a sight to behold.

Construction crews are finishing homes along Denley Drive, where the developer Texas Heavenly Homes broke ground last summer with plans to build many of its houses for low-income families. Meanwhile, The Golden S.E.E.D.S. Foundation — the community development arm of the Golden Gate Missionary Baptist Church — will start building two new homes in June on lots that have long sat vacant.

Cynthia Mitchell, 50, who will move into one of those homes, showed up for the tree-planting event and neighborhood cleanup. Mitchell, a call-taker for AT&T, lives in South Dallas with a roommate and is eager to move into her own home. She successfully applied for one of the first Golden S.E.E.D.S. houses after persistently calling the nonprofit to ensure the staff had received her paperwork.

"We really are trying to get it moving," said Libbie Terrell Lee, the group's executive director, about the home-building efforts. "We got four more coming up, five more coming up, and we're just going to keep it moving."

The original idea was to plant 60 trees in The Bottom, but Parker said the neighborhood was recently approved for an investment by the North Central Texas Council of Governments to fund a redo of Hutchins Avenue, a road that traverses the neighborhood. The makeover includes drainage improvements as well as new sidewalks and street lights, so the neighborhood will wait for that construction to finish before planting the other trees.

The Bottom has benefited from investments and partnerships with The Real Estate Council, Dallas City Hall, civic groups and even people outside of Dallas. Landscape architecture

students from the University of Texas at Arlington recently worked with the neighborhood on flood mitigation ideas.

But the ultimate champions of The Bottom are its residents and its neighborhood leaders, who are beginning to harvest the fruit of years and years of lobbying for their community.

“Anything that happens in The Bottom is hard work,” Parker said.

Fort Worth Report

Here's how much local agencies have spent on Panther Island so far

By Rachel Behrnt

The nearly \$1.16 billion Panther Island project has brought millions of dollars to the banks of the Trinity River. As the project approaches a new phase, total money spent to date has been \$746 million.

The total cost of the Panther Island Project

Four different government entities share the costs of the Panther Island/Central City Flood Project. The US Army Corps of Engineers, Fort Worth, Tarrant Regional Water District and TxDOT pay for different aspects of the project. The total costs of the project have increased over time. The project recently received over \$400 million from the federal government to complete the first phases of the project.

Four agencies provide funds for the project: [Tarrant Regional Water District](#) (the project sponsor), the city of [Fort Worth](#), the [Army Corps of Engineers](#) and the [Texas Department of Transportation](#).

“Locally, project partners have continued to do everything we need to do to get out of the way of the Army Corps of Engineers,” Matt Oliver, spokesman for the [Trinity River Vision Authority](#) said in a statement. “We have spent the necessary funds to make sure that as soon as they are ready to have a contractor begin digging the bypass channel they can move forward.”

Tarrant Regional Water District, which raised funds for the project through a [bond election](#) and [tax increment financing](#), has spent the bulk of the funds so far.

“The US (Army) Corps of Engineers is ramping up to allocate the federal money that has been received,” Oliver added.

Central City Flood Project Spending

Tarrant Regional Water District has spent the most money on the project thus far.

The Corps has hired a program manager and started its contracting process to allocate the federal funding that has been received for the project, Oliver said. While some project categories have been fully funded, others haven't received any allocations. The Fort Worth Report breaks down the project's latest report to illustrate what has received funding, and what hasn't.

The first graph illustrates how much money that three agencies have allocated: the Corps, the water district and the city of Fort Worth. All the money included in the graph will be used on the flood control portion of the project.

Estimated costs of the Central City Flood Project and money spent so far

The majority of the US Corps of Engineers-funded projects still have significant remaining costs. The billion dollar project recently received \$400 million in federal funding, officials are working to allocate the federal dollars.

The [Texas Department of Transportation completed work on three bridges](#) connected to the Central City Flood project Oct. 1, 2021. The project partners still owe money on the bridges though, after delays led to cost overruns.

So far, local agencies have devoted few resources to related projects. The water district and Fort Worth plan to devote over \$71 million to improvements to infrastructure surrounding the project. These are the improvements that the city hopes will make Panther Island an economic and tourism driver, as well as a flood control project.

<https://fortworthreport.org/2022/05/26/heres-how-much-local-agencies-have-spent-on-panther-island-so-far/>

Fort Worth Report

Meetings by the meter: Parking costs curb participation in Fort Worth public meetings

By Rachel Behrndt

Dan Haase spends about \$6 a month on parking at Fort Worth's City Hall.

As representative for his [Central Meadowbrook](#) neighborhood, Haase tries to attend the meetings his neighbors might not be able to make.

Those \$6 add up. Haase's potential yearly contribution of about \$72 for parking is part of a yearly revenue of \$131,700 that the city generates from parking around City Hall.

The price of public participation goes up when parking tickets are factored in. The city brought in an additional \$10,000 in parking tickets on the streets surrounding Fort Worth City Hall over the past year. That brings the city's total income from parking to about \$141,000.

"Parking fees are not helpful in gaining participation, but frankly, finding the parking is often a bigger challenge, and for many, finding the venue is, too," Haase said.

Peter Elliott, parking manager for the city's transportation and public world department, said short-term metered parking is essential for creating a high amount of parking turnover to maximize available parking.

"Metered parking helps to manage the limited parking resource and to minimize all-day parking in the spaces closest to City Hall and downtown businesses," Elliott said in a statement. "This provides an impetus to citizen participation by quick and easy access to City Hall."

Most council meetings are in the evening, when parking is free. However, the city still holds monthly council meetings during the day and consequential commissions, like zoning, typically meet during the work day.

The funds from meters go toward the city's [municipal parking fund](#) and parking ticket revenue goes to the [general fund](#).

The city's parking software has other issues, Haase said. The city's [FW Park app](#) is a convenient way to pay for parking remotely, rather than relying on meters near the parking zones. However, the app doesn't allow residents to renew their parking in the same zone once two hours have elapsed.

"It is not at all unusual to have a meeting go longer than that," Haase said. "We sat in a zoning meeting for four hours waiting for our case to be heard."

What are the best places to park near City Hall other than parking meters?

Citizen Lot at City Hall

Parking in the lot will be \$1.50 an hour with a maximum \$7 per day. The lot is free after 6 p.m.

The lot is located directly behind City Hall, but has very few parking spaces available to the public.

The Houston Street Garage

0-20 minutes \$ 3.00
21-40 minutes \$ 6.00
41-60 minutes \$ 9.00
61-80 minutes \$12.00
81-100 minutes \$15.00
11 to 12 hours \$18.00
12- 24 hours \$22.00

Commerce Street Garage

0-20 minutes \$ 3.00
21-40 minutes \$ 6.00
41-60 minutes \$ 9.00
61-80 minutes \$12.00
81-100 minutes \$15.00
11 to 12 hours \$18.00
12- 24 hours \$22.00

Haase, who has been sitting in on meetings since the 1980s, remembers when he didn't pay for parking at all. In 1982, the city amended [ordinance 8629](#) to update its metered parking policies to be more in-line with commercial parking elsewhere in the central business district.

The ordinance sought to reduce congestion and increase access to parking downtown by changing parking rates. The goal is to "... encourage short-term parking and discourage long-term parking at the same time," the ordinance reads.

In 2007, the city consolidated its parking assets under the parking enterprise fund. In 2012, metered parking was added to a citizen surface lot after encountering issues with unauthorized parking by city staff.

The city last updated its parking rates in 2018, going from 25 cents per every 10 minutes parked to \$1.50 per hour for short-term parking under two hours.

"These problems solve themselves" or will they?

The majority of city staff members also have to pay for parking at City Hall. Only staff members who are assistant directors and above do not have to pay for parking.

At the new City Hall, an existing parking structure will still not provide enough parking to accommodate city staff. At the new City Hall, every city department will be housed in one building and use one parking structure.

The city could address parking challenges for employees and visitors by providing ample free parking options, at least that is what Dan Haase thought.

"Thankfully, these problems will solve themselves next year when the city moves to their new building," Haase said.

But the city hasn't finalized options for parking at the new City Hall and can't confirm whether parking will be free, Allen said in a statement.

Additional parking will have to be added to the property, [Tanyan Farley](#), who represents [Athenian Group](#), said at a quarterly presentation to City Council about the new City Hall. In a survey of city employees, 93% of city employees said they preferred to commute to work in a single-occupancy vehicle. Only 49% of city staff [live](#) in Fort Worth.

The city plans to accommodate parking needs by adding two floors to the existing parking structure and add an additional parking garage to the back area of the property. City Council chambers will be constructed with access in mind, Farley said.

The council chambers will be fitted with updated audio visual equipment to make watching meetings remotely easier. Council chambers will also be bigger, with 250 seats for meeting attendees.

"I think we've accomplished (safety and transparency) with the models to date," Farley said.

But the [Rev. Michael Moore](#), president of the Historic Stop Six neighborhood association, said the city still needs to confront a troubling lack of public participation at council meetings.

Without any public accountability, Moore said, council votes can become automatic. Complicated language and daytime meetings also make public participation unrealistic for most of his neighbors, he said.

"I think they should absolutely make parking free," Moore said. The cost "makes it harder for residents to participate in meetings."

Dallas Morning News

Traffic fatalities are near record highs. We have to relearn to drive.

12 people die every day on Texas roadways.

By Dallas Morning News Editorial

More people died in car accidents last year in Texas than in any year since 1981. We all have a role to play to make sure that statistic doesn't repeat.

According to a report from the Texas Department of Public Safety, 4,480 people died on Texas roadways in 2021, making it the second-deadliest year on record.

It's not just Texas. Crashes and fatalities are up nationwide, even though car makers continue to add more and more advanced safety features to vehicles. Nationwide, more than 20,100 people died in crashes in just the first half of last year, up 18.4% over 2020.

The increase may have to do with COVID-19. University of Texas psychology professor Art Markman said the pandemic and attendant lockdowns have affected driving habits.

"We have to remind people that they are part of a community," Markman said at the Texas Transportation Forum in February. "We have to start considering everyone as part of our community. If we don't do that, there are going to be all sorts of negative consequences, and those are going to include negative consequences on the road."

Translation: We've forgotten how to behave with one another. And it's true not just on roadways but on [airplanes](#), in [restaurants](#) and on [school buses](#).

"This is not blame. These are facts," Texas Transportation Commissioner Laura Ryan said. "We all have a role. TxDOT can do more, and we accept that responsibility. The driving public can do more."

Ryan noted that 1,522 fatalities were linked to speed in 2021, and 1,219 involved a driver or passenger who was not wearing a seatbelt.

"These were decisions made by people that could have potentially saved 2,741 lives," Ryan said.

Drivers also make daily decisions about vehicle maintenance, commute times and distractions like mobile phones.

TxDOT is responding with awareness campaigns to promote safe driving. That's a good start. The agency also announced plans for new research into roadway design features, and a project to use crash data to pinpoint areas where accidents are more likely to happen.

That last step is one TxDOT should engage in conversation with drivers. We all know a spot on our daily commute — where lanes merge or lights change quickly — that could be fixed, and could lead to better traffic design in future. TxDOT should listen to drivers themselves, not just accident reports.

Part of TxDOT's public awareness project is a social media campaign with the hashtag #EndTheStreakTX. The last day without a death on Texas roadways was Nov. 7, 2000. That's

going on 22 years, including two pandemic years with very little driving, during which someone died every day.

TxDOT must pursue these efforts as the emergency they are. And so should all of us who drive.

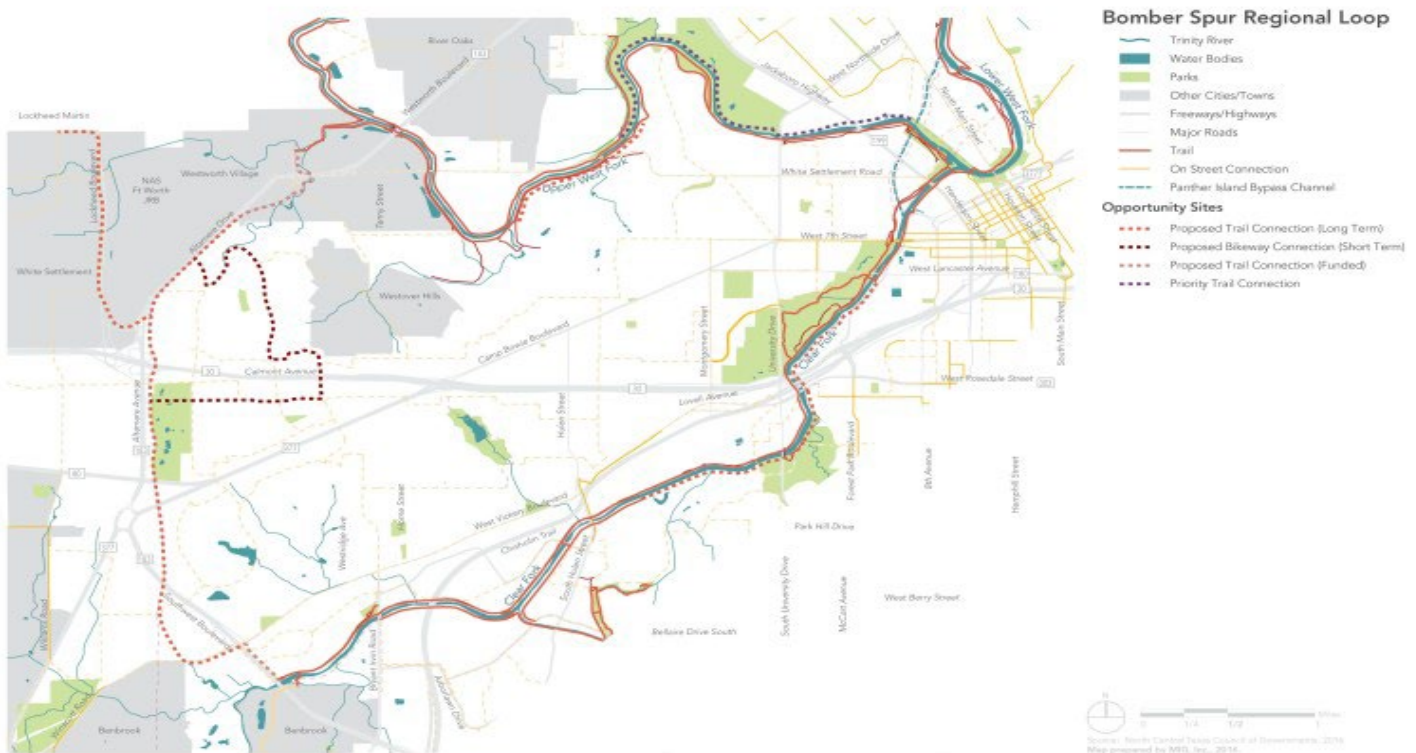
World War II railroad remnant given new life as future Fort Worth trail connection

By Sandra Sadek

An abandoned strip of land that the federal government used as a railroad line to carry bombs during World War II is about to receive a new mission: Joining Fort Worth's growing network of trails.

Seven miles of overgrown land running behind homes in the Bomber Heights neighborhood and crossing Interstate 30 and State Highway 183 will become the Bomber Spur trail. It will connect the Clear Fork and West Fork trails of the Trinity River and create connections between Las Vegas Trail, the Joint Reserve Base and Lockheed Martin among other nearby neighborhoods.

"It supports access to jobs, connections to schools. It's a multi-faceted project and the connection is made easier because there is that abandoned railroad line that is, for all practical purposes, still extremely visible and impinged by other development," said Stacey Pierce, executive director of [Streams & Valleys](#), a non-profit group dedicated to preserving and advocating for the Trinity River.



The proposed seven-mile Bomber Spur trail will connect Clear Fork and West Fork Trinity trails. Courtesy Streams & Valleys

Needle in a haystack

In the 1940s, the federal government used eminent domain to take the 37 tracts to create a supply chain railroad line from the existing major rail lines. That Bomber Spur railine connected

the Convair Bomber Plant and the Carswell Air Force Base. Today, the plant is where Lockheed Martin is located and the base is now the Naval Air Station Joint Reserve Base.

After World War II ended, the railroad line was abandoned. The property reverted back to the descendants and became overgrown and forgotten — until recently.

Before construction begins on the southern portion of the project, the team must find the owners of the 37 lots needed for the project.

Streams & Valleys and the city of Fort Worth are working to identify descendants of property owners from the 1940s. Once the team determines the rightful owners, they hope to acquire the land — either purchasing it or getting it as a donation.

The current owners, whose family owned the land decades ago, likely have no idea the land is theirs, Pierce said. The land is environmentally compromised and no one has paid taxes on it for decades.

Economic opportunities

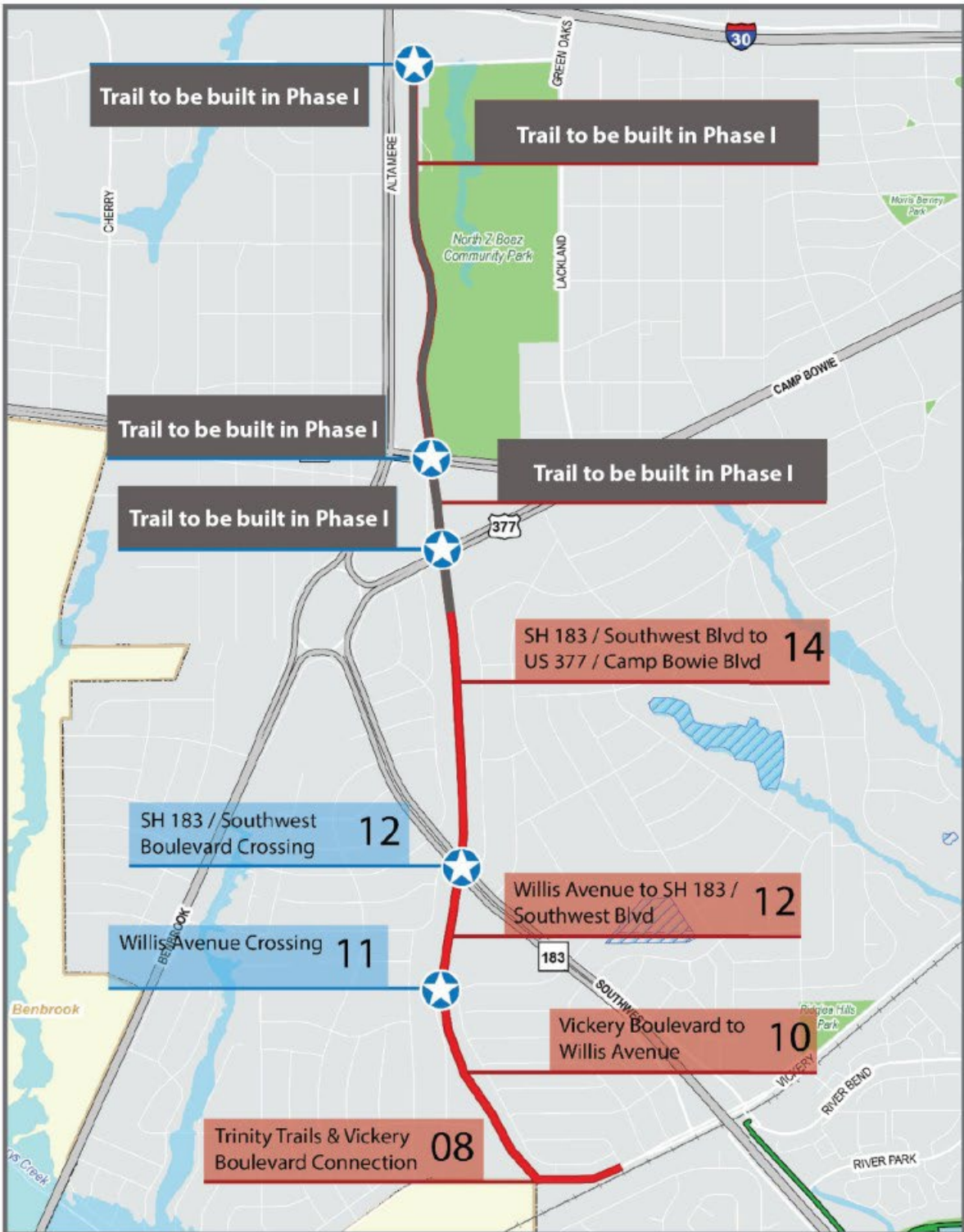


The Bomber Spur trail will create pedestrian and cyclist-friendly crossings across various highways. Courtesy Streams & Valleys

The nearly \$12 million project is expected to complete phase one by 2025. Advocates of the project believe the Bomber Spur trail will help revitalize the surrounding communities located between the Clear Fork and West Fork of the Trinity River.

“We want the neighborhood to be proud of what’s there because it should increase their property values and be a great connection for them to get to other destinations that they want to go to. That’s really the spirit behind the whole thing,” Pierce said.

Streams & Valleys, the [North Central Texas Council of Governments](#) and the city of Fort Worth have partnered for the two-phase project. The first phase is currently underway and will connect US 377/Camp Bowie Boulevard to I-30/Calmont Avenue.



Bomber Spur Trail Map _ Future Phases

The Bomber Spur trail's southern portion is divided into two phases. Courtesy City of Fort Worth

Construction for phase one will cost almost \$4.9 million and will be funded using federal and local funding. The city will be responsible for the cost of design and engineering of that first portion.

Phase one of the project runs along North Z Boaz Park. That portion of the trail is on city-owned land, which allows work to start on the trail while the city and project partners work on solving the ownership of the other half, said Joel McElhany, assistant director of parks and recreation for the city of Fort Worth.

The second phase will be on hold until a portion of land is acquired, which will open federal funding for the construction of the trail.

“Going forward, the land acquisition piece is critical. We want to make sure that we get the federal money because that allows us to do more with local money than use all of our local funds to build this trail,” Pierce said.

The Bomber Spur trail's five sections:

Westworth Village Residential: This will include an off-street connection from SH 183 to connect with Upper West Fork at Airfield Falls. It will cross Roaring Springs and White Settlement roads. The North Central Texas Council of Governments has already secured funding for this portion.

Airfield Falls Connection: This will link Airfield Falls to Camp Carter through coordination with Westworth Village, Camp Carter and possibly the Naval Air Station Joint Reserve Base.

Westworth Village East Commercial: This will run along SH 183/Westworth Boulevard to Altamere Drive.

Fort Worth West Commercial: This will run along SH 183/Alta Mere Drive and cross I-30. The reconstruction of the I-30 and SH 183 interchange will include the I-30 crossing as well. This is scheduled in TxDOT's Unified Transportation Program.

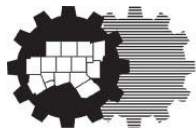
Fort Worth Residential South: This will include the primary off-street trail along the former tracks of the Bomber Spur railroad. An on-street protected bike lane or off-street path parallel to the Union Pacific rail line along W. Vickery Boulevard to Southwest Boulevard is being considered.

Source: Streams & Valleys

The Bomber Spur trail is another project that could open the door for trail-oriented development in Fort Worth. The Council of Governments, the city and Streams & Valleys are exploring ways to encourage businesses and developments to build along the trail, creating a walkable area that brings in revenue — similar to transit-oriented development.

Many cities have started to explore the concept of transit-oriented development, including Fort Worth. This is where dining, shopping and businesses open along a public transportation route, like a train or bus line, prompting passengers to spend their money back into the local economy. An example of transit-oriented development is the [Grapevine Main Station](#).

“I think our friends at the COG realize that in Texas, given how our paradigm is here, that trail-oriented development may well be more successful than transit,” Pierce said. “But it may take a while before we think of our bike as an alternative mode of transportation.”



North Central Texas
Council of Governments

PRESS RELEASE

Contact:

Brian Wilson

(817) 704-2511

bwilson@nctcog.org

Julie Anderson

(817) 704-5625

janderson@nctcog.org

Bike to Work Week Kicks off May 16

North Texans encouraged to participate in the national effort to support active transportation

May 12, 2022 (Arlington, Texas) – Bike to Work Week begins May 16, and there are many ways to celebrate the joys of two-wheel transportation, even if pedaling to the office is not an option for everyone.

The North Central Texas Council of Governments encourages residents to embrace active transportation, whether they are going to work, school or meeting a friend for lunch down the street. It is a safe, healthy and fun alternative to traditional transportation.

As the nation continues dealing with the effects of the pandemic, the League of American Bicyclists, which sponsors this annual event as part of Bike Month, is again asking participants to simply be active during the week, which culminates with Bike to Work Day on Friday, May 20.

Riding a bicycle to work is an option for many people, even in an automobile-centric region such as Dallas-Fort Worth, which offers nearly 800 miles of off-street trails that connect people to nature as well as places they want to go. And with the region's public transportation providers allowing bicycles on their buses and trains, combining modes is an option for those who live and work near transit stops.

To help people still unsure about a more active commute, NCTCOG offers riders tips and other safety-related resources, whether they choose to try it once or make it part of their routine, at www.nctcog.org/biketowork. Additionally, NCTCOG's Look Out Texans campaign offers safety information on how residents can share the road, whether they bike, walk or drive. See the tips and other campaign information at www.lookouttexans.org.

Whatever your comfort level is with bicycling or how often you ride, you can still use May as an opportunity to become more active.

Need to go to the store for a couple of items? Leave the car at home ride there.

What about that trail you've been wanting to check out by your house? Get the family together after work and use a leisurely ride to unwind and experience the region's natural beauty.

Want to take a break during your day working from home? Go for a quick spin around the neighborhood to get your blood flowing.

To provide further encouragement to North Texans to get active, Bike DFW and Try Parking It, the region's alternative commute and ride-matching service, have joined together for the [DFW Bike Month Challenge](#). Throughout the month, participants who sign up for the challenge can take their bikes to places they would typically drive or just ride more. Once they complete their trips, they can record their alternatives to driving and earn rewards. The top participants in the challenge can even earn some cool bike swag.

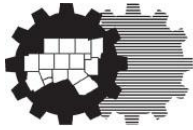
Whether you ride down the street or across the region, May is a great opportunity to get more active. For more on what is planned for Bike to Work Day and throughout the month, visit www.nctcog.org/biketowork.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Discuss Mobility Plan Update, Funding Recommendations at Public Meeting May 9

Public comments accepted through June 7

May 5, 2022 (Arlington, Texas) — The North Central Texas Council of Governments will share updates on current and upcoming projects at its next public meeting, to be held at noon Monday, May 9. Topics include an update to the region's long-term transportation plan, Mobility 2045, and various project and funding proposals.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive. Attend in person or watch the presentations live at www.nctcog.org/input. A video recording will be made available afterward, and residents can comment online through June 7.

As the Dallas-Fort Worth area's Metropolitan Planning Organization, NCTCOG is responsible for developing and maintaining a Metropolitan Transportation Plan. Staff has initiated an update to the current MTP, Mobility 2045, and will provide an overview of the draft plan materials, available at www.nctcog.org/planinprogress. The Regional Transportation Council is set to consider the update to the long-range transportation plan in June. In accordance with requirements set by the Clean Air Act, staff has also performed successful air quality analyses for the Mobility 2045 Update.

In 2021, work began on NCTCOG's regional planning exercise to prepare for new transportation technologies – Automated Vehicles 2.1: Planning for Local Partners. The purpose of the AV2.1 planning project is to provide agencies with guidance on planning for emerging transportation technologies and their impacts. Staff will present an update on the status of the project and upcoming outreach initiatives.

Staff will also give an update on funding recommendations from the NCTCOG 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 Level 2 and Direct Current Fast Charge (DCFC) electric vehicle charging stations.

With the passage of each new transportation authorization bill, the funding distributions between the eastern and western portions of the Dallas-Fort Worth region are re-evaluated. An overview of the process for establishing the funding split and the proposed new percentages for both mobility and air quality funds will be provided for review and comment.

Additionally, NCTCOG has been working with several cities across the region on funding partnerships for parking garages in proximity to transit stations. An overview of the proposed policy pertaining to parking garage funding requests, along with proposed projects, will be presented for review and comment.

The Transportation Improvement Program (TIP) is a federally and state-mandated list of transportation projects with committed federal, state and local funding within a four-year period. Staff will present an overview of the TIP development process and provide a final list of projects with funding in Fiscal Year 2023-2026 and the TIP document for review and comment.

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.

For special accommodations due to a disability, language translation needs or to request printed copies of information discussed, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. To attend the meeting via phone, dial 855-925-2801 then code 6341. A free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station can also be arranged with 72 hours' notice.

Public Meeting Details
Monday, May 9, 2022, Noon North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit NCTCOG.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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RESOLUTION ADOPTING
MOBILITY 2045: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS – 2022 UPDATE AND THE 2022 TRANSPORTATION CONFORMITY DETERMINATION FOR THE DALLAS-FORT WORTH NONATTAINMENT AREA
(R22-03)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

WHEREAS, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulation (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as serious nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective September 23, 2019; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as marginal nonattainment under the 2015 8-hour ozone NAAQS effective August 3, 2018; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP, TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update was developed in cooperation with local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and other transportation agencies; and,

WHEREAS, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2022 Transportation Conformity were developed in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 90; and,

WHEREAS, the planning process used in development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2022 Transportation Conformity was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentations at public meetings and the allowance of a 60-day comment period prior to Regional Transportation Council approval of the MTP and a 30-day comment period prior to Transportation Conformity approval; and,

WHEREAS, the air quality conformity review has indicated that Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

WHEREAS, the Civil Rights Act of 1964 and Executive Orders 12898, 13985, 13990, and 14008 mandate nondiscrimination and analysis of benefits and impacts to protected populations for federally funded projects; and,

WHEREAS, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas - 2022 Update and the 2022 Transportation Conformity.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council adopts Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update.

Section 2. The Regional Transportation Council approves the results of the 2022 Transportation Conformity, which demonstrate that implementation of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2023-2026 Transportation Improvement Program will not cause any new violations of the 2008 and 2015 8-hour ozone NAAQS, increase the frequency or severity of violations of the standards, or delay timely attainment of the standards. This analysis uses the latest available information and the latest EPA-approved emissions estimation model. In addition, these results meet the requirement of current and previous motor vehicle emissions budget tests and demonstrate Transportation Control Measures in approved State Implementation Plans are implemented in a timely fashion.

Section 3. The development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update utilized the most recent regional demographic projections as adopted by the NCTCOG Executive Board on February 24, 2022, and the 2022 Transportation Conformity utilized the latest planning assumptions.

Section 4. The recommendations included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update meet financial constraint requirements and all federal nondiscrimination and environmental

justice requirements and have no disparate impacts on protected populations.

Section 5. The Regional Transportation Council directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs, and projects contained in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update.

Section 6. The development of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2022 Transportation Conformity was conducted in accordance with NCTCOG’s approved Public Participation Plan, including presentation of draft recommendations and analysis results to the public for comment prior to Regional Transportation Council adoption.

Section 7. The latest public involvement information for the 2022 Transportation Conformity, including Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update, will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality, as well as posted on the NCTCOG website.

Section 8. This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments, as well as posted on the NCTCOG website.

Section 9. This resolution shall be in effect immediately upon its adoption.

Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

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 June 9, 2022.

Duncan Webb, Vice Chair
Regional Transportation Council
Commissioner, Collin County

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

June 1, 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						\$1,900,000,000	
					2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)			
2 - Collin County Loop	110.25.1	Collin County	SH 289/Preston Road	US 75						Included w/ 110.20.1	
						2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)			
2 - Collin County Loop	110.30.1	Collin County Loop (North)	US 75	SH 121						Included w/ 110.20.1	
					2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)			
2 - Collin County Loop	111.10.2	Collin County Loop (East)	CR 637	FM 2755/CR 588 Birch Street				4 (Frwy),		Included w/ 111.10.2	Modified
							2 (Frtg-C)	4 (Frtg-C)			
3 - Denton County Loop	110.10.1	Denton County Loop (Greenbelt Parkway)	IH 35	Dallas North Tollway				6 (Frwy),		\$675,000,000	
							2 (Frtg-C)	6 (Frtg-D)			
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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

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)	30.10.3	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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
35 - Rockwall/Kaufman County Loop	111.20.1	Rockwall County Loop	IH 30	Rockwall/Kaufman County Line			4 (Frtg-C)	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 (Frtg-C)	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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	4/6 (Frtg-C)	4/6 (Frtg-C)	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)	6 (Frwy), 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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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

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)	100.20.2	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
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)	2 (Frtg-C)	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)	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)	4 (Frwy), 4 (Frtg-C)		\$53,975,000	

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)	1.90.1	US 287	Prairie Ridge Blvd	Old Fort Worth Road/East of BUS 67			4 (Frwy), 4 (Frtg-D)	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)	4 (Frwy), 4 (Frtg-C)		\$158,750,000	
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	

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)	1.60.3	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	
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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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	

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost	Notes
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	
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

June 1, 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	2	4	6	\$12,500,000	
1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	Jct SH 205/John King Blvd (North 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

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	South Main Street	4	4	4	6	\$2,250,000	
2.225.700	TxDOT Dallas	Collin	US 380	South 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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 Avenue	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	
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 Avenue	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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	South 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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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
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	East 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 East Northside Drive	South Washington Street	2	2	6	6	\$42,500,000	
1.523.120	TxDOT Dallas	Denton	US 377	US 377 South 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	North Central Street	0 2	6 2	6	6	\$46,860,236	Modified
2.710.375	TxDOT Dallas	Ellis	FM 664	North 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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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 (South 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 (North 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 (South 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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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 South (Fall Creek Highway)	FM 167 North (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 North (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 Drive	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	SE 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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	West 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/South Waco/West Columbia	South 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	North Waco Street	East Spring Street	2	4	4	4	\$35,000,000	
2.490.350	TxDOT Fort Worth	Parker	US 180 Northern Bypass/East Spring Street	North 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 West 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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 Eules Road	4	4	6	6	\$45,000,000	
1.495.300	TxDOT Fort Worth	Tarrant	SH 26/Blvd 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	North 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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	
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	South College Ave	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	

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost	Notes
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	East 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.

(Frrg): 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 Expenditure

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	NCTCOG provided a response by mail on 5/25/2022 with further details on our work with transit partners. Information was provided on the Routes to Rail Program, DART's Red Line and Blue Line transit-oriented development planning project, NCTCOG policy bundles, and the Sustainable Development Infrastructure Funding Program.
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.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/26/2022	Phil Dupler/Trinity Metro	<p>I was trying to read the full text of the Mobility 2045 and I caught an error that needs to be updated on page 6-53</p> <p><i>the cities of Crowley and Forest Hill contract with Trinity Metro to operate transit service in their communities</i></p> <p>Forest Hill bailed out on us last October. We had a 3-year contract that expired and they chose not to re-engage with us. However, we still have Crowley and you can also include Everman and River Oaks. I.e. change the wording to say:</p> <p><i>the cities of Crowley, Everman and River Oaks contract with Trinity Metro to operate transit service in their communities</i></p>	email	Thanks for alerting us. We'll make the updates. Have a great holiday weekend!

MOBILITY 2045 UPDATE

ACTION ITEM: APPROVAL OF MOBILITY 2045 – 2022 UPDATE AND ASSOCIATED TRANSPORTATION CONFORMITY RESULTS

Regional Transportation Council
June 9, 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



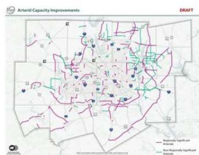
Changes to Major Roadway Recommendations



Major Roadway Recommendations



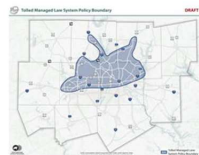
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



Changes to Transit Corridor Projects from Mobility 2045



Major Transit Corridor Recommendations



Transit Corridor Projects

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

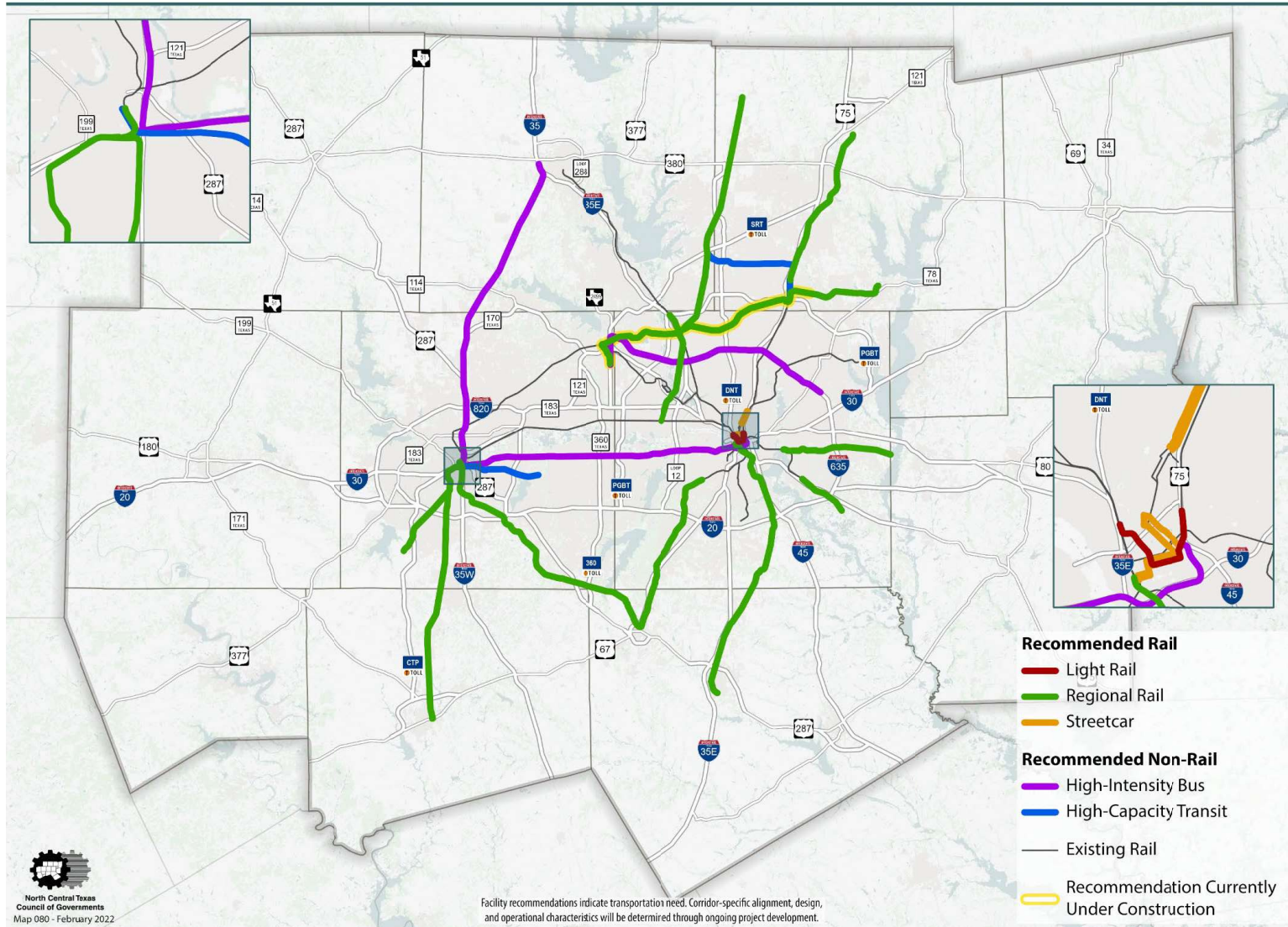
www.nctcog.org/PlanInProgress






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

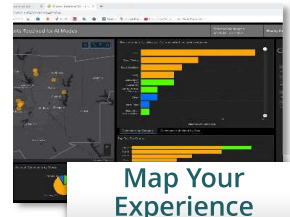
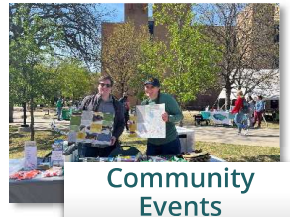
Congestion and
maintenance
relationship

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

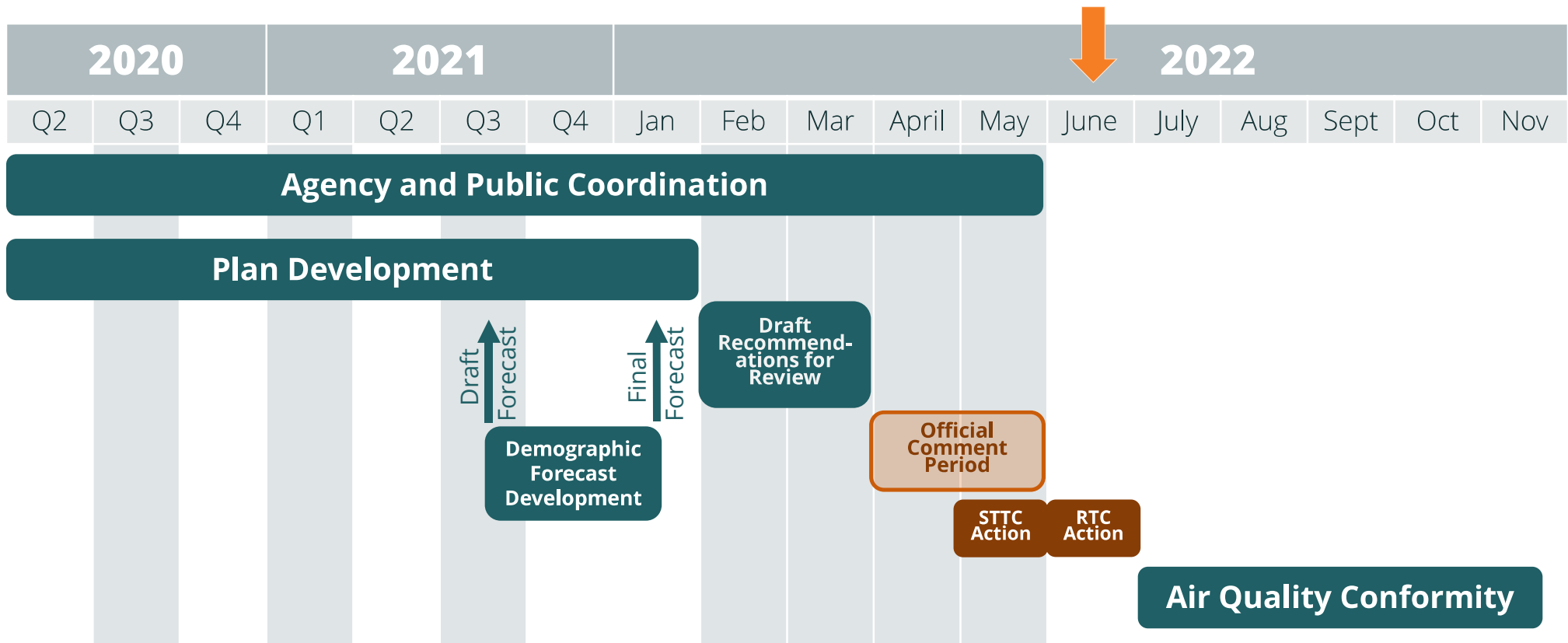
Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

\$148.3 B

PLAN SCHEDULE



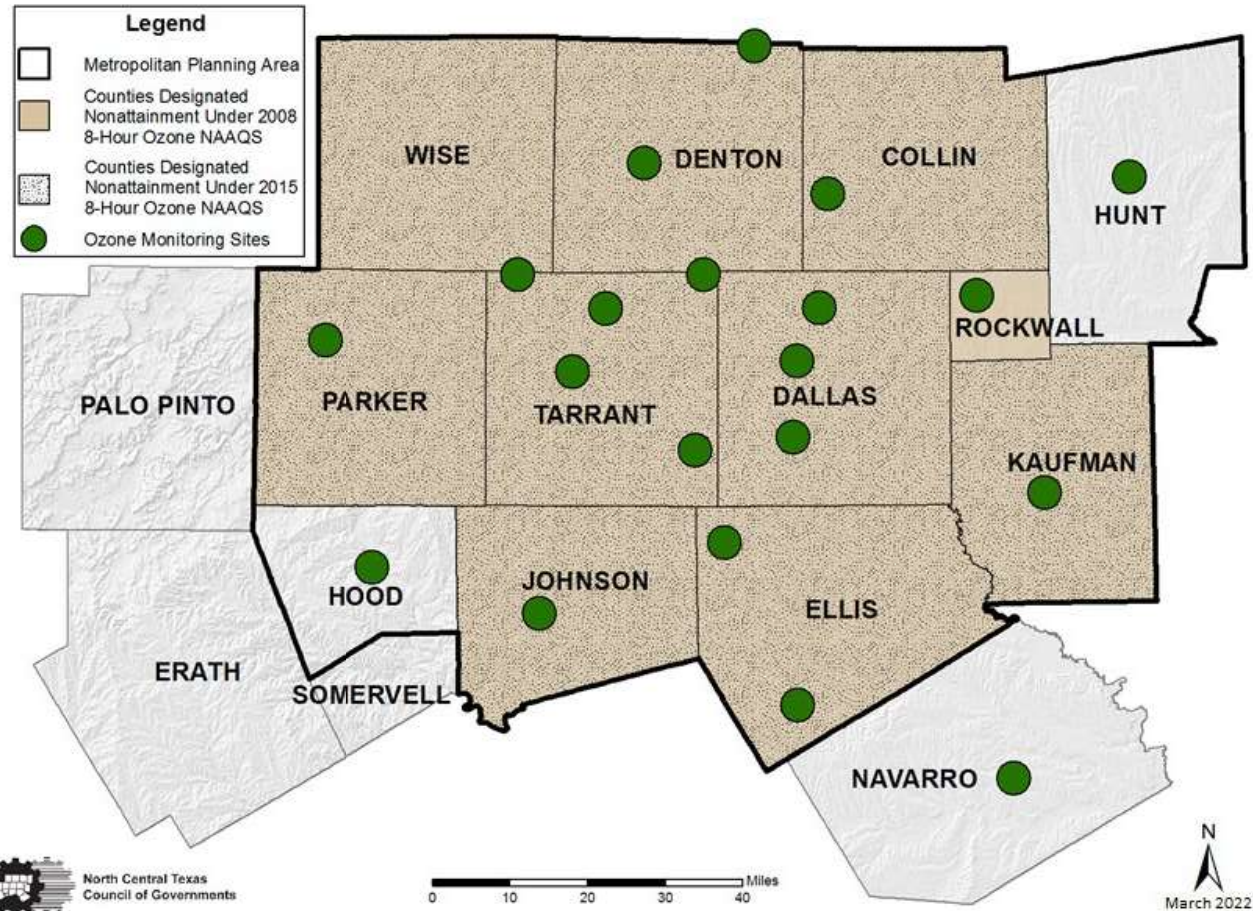
Notes:

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

TRANSPORTATION CONFORMITY

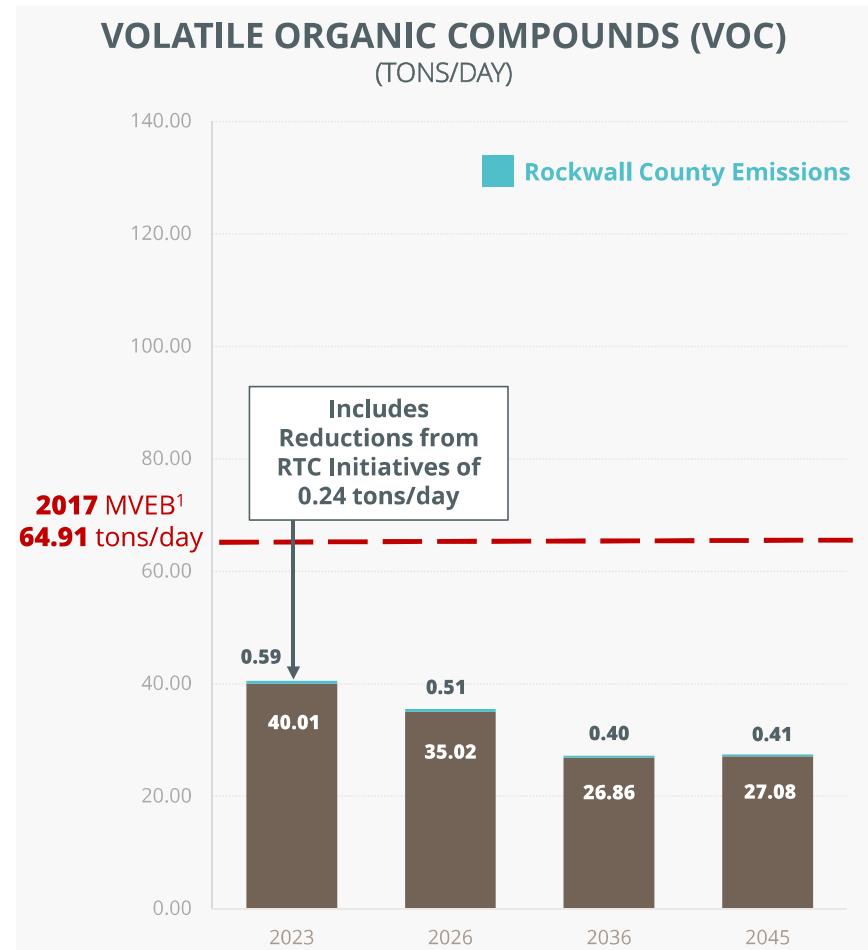
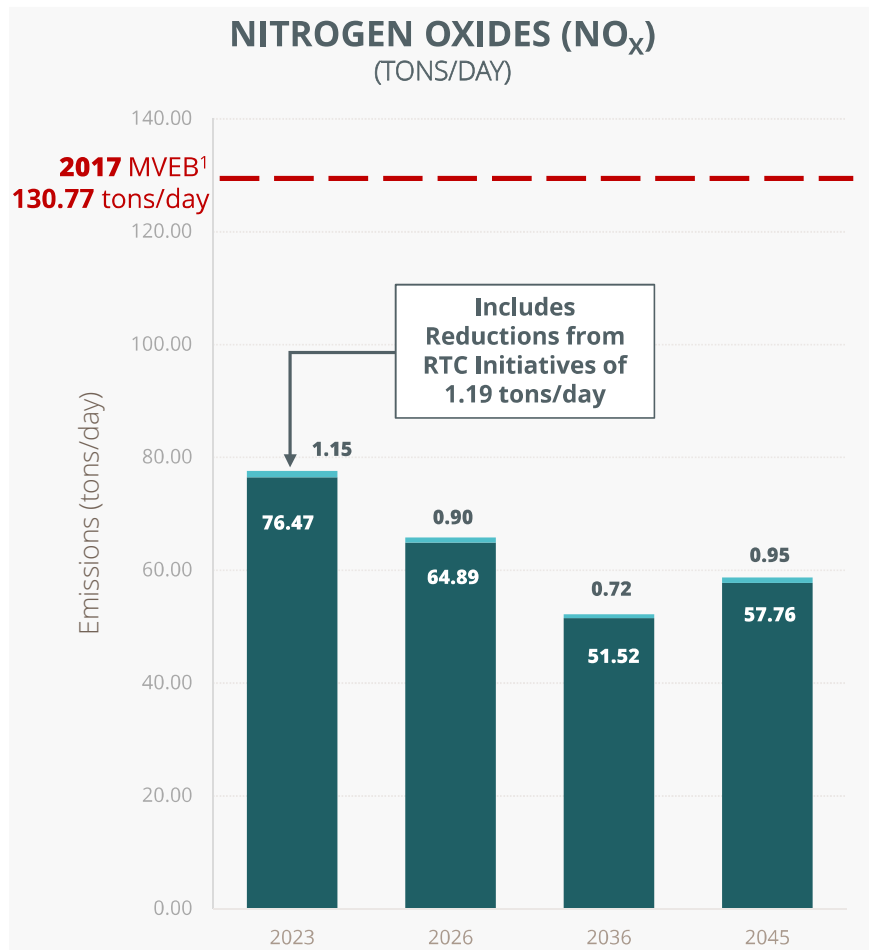
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



2023 TRANSPORTATION CONFORMITY RESULTS

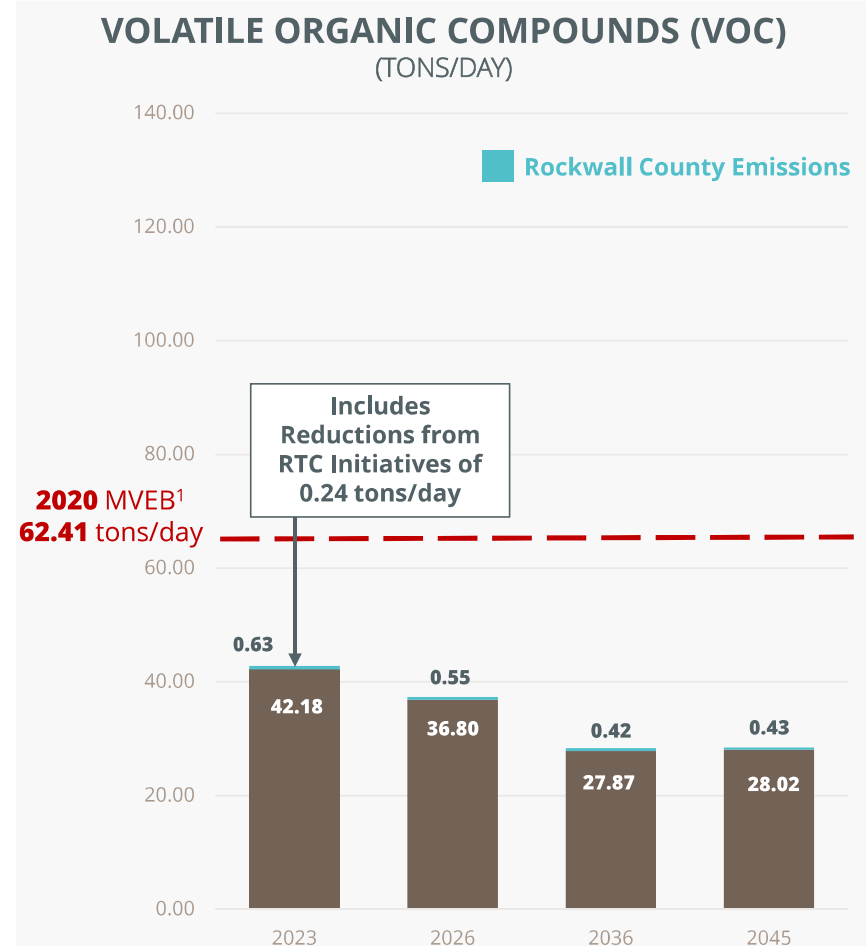
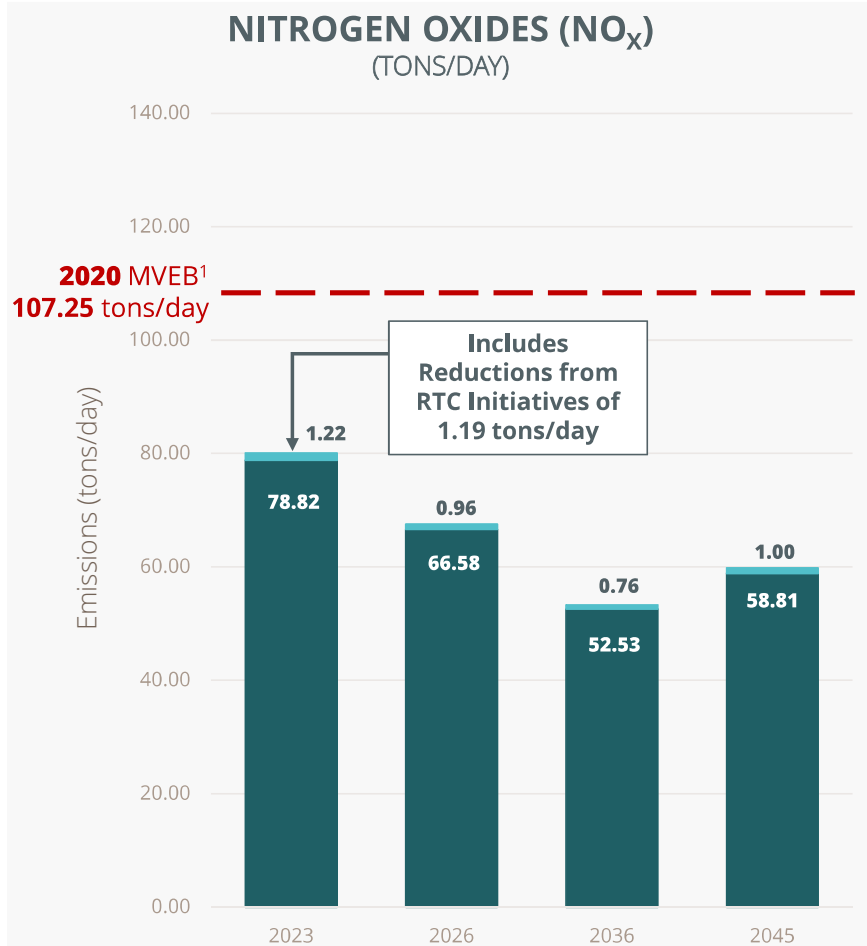
(SCENARIO 1) **DRAFT**



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

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](#)



ACTION REQUESTED

The Regional Transportation Council passes resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and approving the 2022 Transportation Conformity results as presented.

CONTACTS

Mobility Plan



Dan Lamers, PE

Senior Program Manager

dlamers@nctcog.org

817-695-9263



Brendon Wheeler, PE

Program Manager

bwheeler@nctcog.org

682-433-0478

Environmental Coordination | Environmental Justice



Kate Zielke

Principal
Transportation Planner

kzielke@nctcog.org

817-608-2395

Air Quality Conformity



Chris Klaus

Senior Program Manager

CKlaus@nctcog.org

817-695-9286



Jenny Narvaez

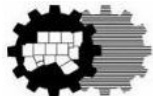
Program Manager

jnarvaez@nctcog.org

817-608-2342

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

Regional Transportation Council
June 9, 2022



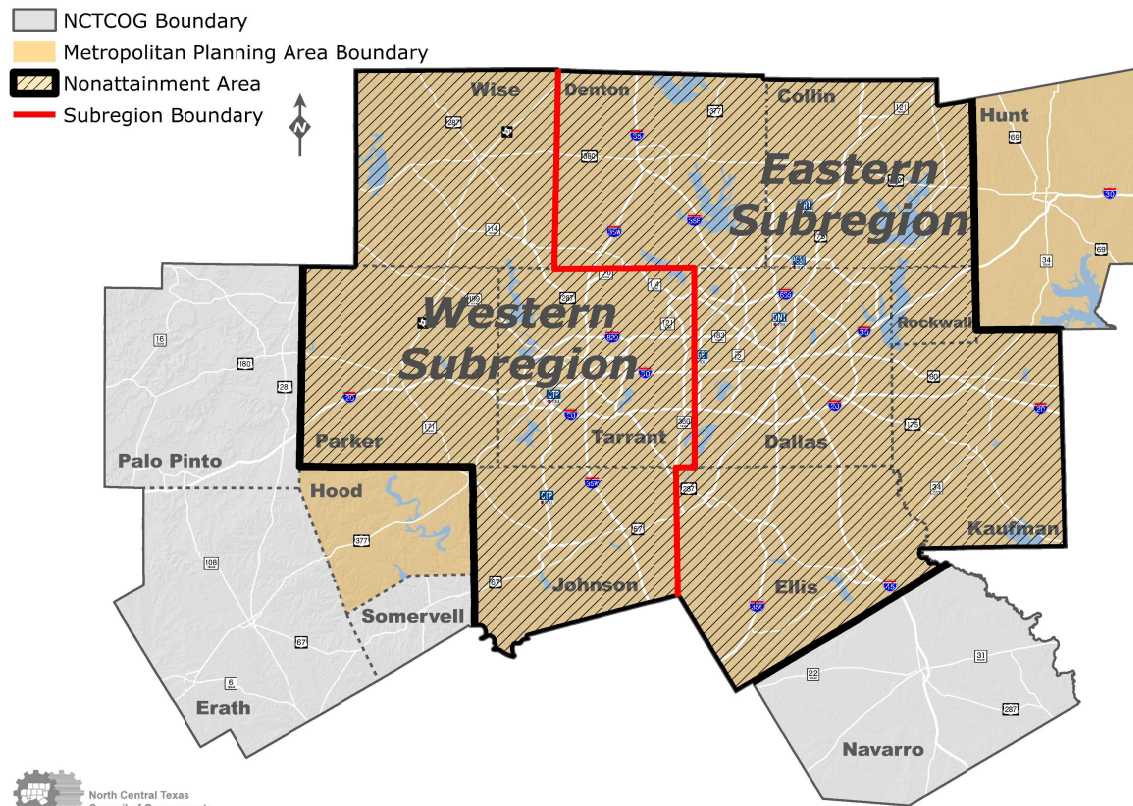
North Central Texas
Council of Governments
Transportation Department

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 NONATTAINMENT AREA

North Central Texas Council of Governments Region

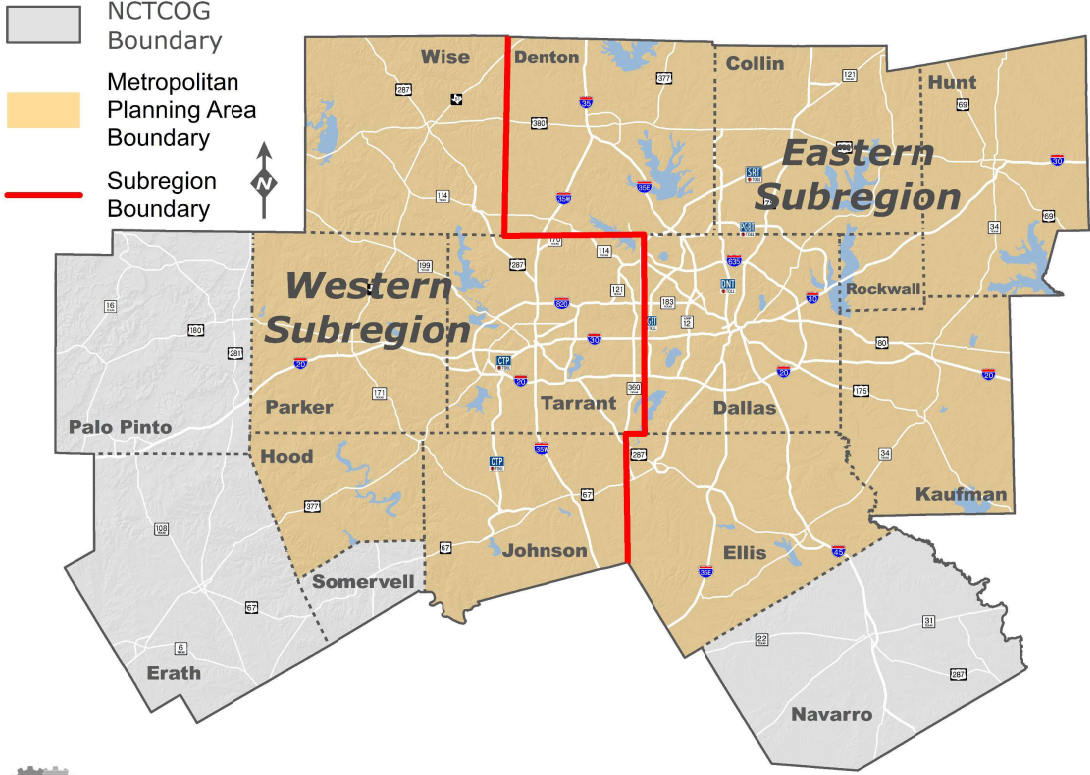


AIR QUALITY FUNDS

- 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.

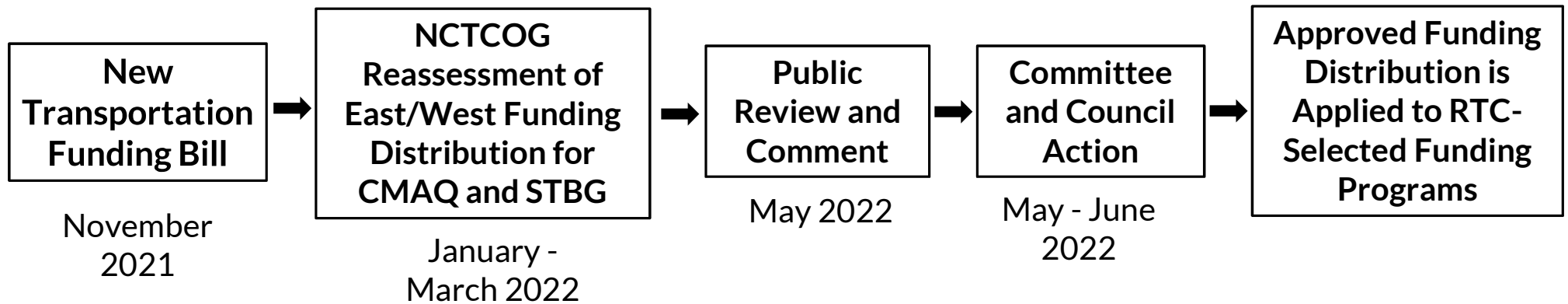
EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- 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



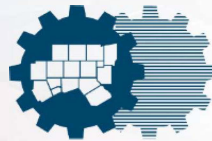
REQUESTED ACTION

- 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?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org



Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

**LORI CLARK, PROGRAM MANAGER & DFW
CLEAN CITIES COORDINATOR**

REGIONAL TRANSPORTATION COUNCIL

JUNE 9, 2022

Approved Funding and Scope

Funding:

\$1 Million Congestion Mitigation and Air Quality Improvement Program Funds
100% Federal Funding, Transportation Development Credits as Match

Applicant Eligibility:

Public Sector Entities
Adoption of RTC Clean Fleet Policy Required by Application Deadline

Eligible Activities and Costs:

Publicly-Available Level 2 and Direct Current Fast Charge Stations
Design, Engineering, Purchase, Installation, and Construction Costs (No Operations/Maintenance)

CFP Structure:

2 Application Windows (Round 1, Potential for Round 2 if Funds Remained)
Competitive Evaluation of Projects Within Each Round



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

*Justice40 Map Tool Updated Since the Time Applications Were Scored



Funding Recommendations for the Electric
Vehicle Charging Station Call for Projects

Summary of Applications

11 Applications Received by “Round 1” Deadline of April 22

10 Eligible Applications; 1 Application Ineligible

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

33 Level 2 Chargers

22 Direct Current Fast Chargers

No Funding Available for a “Round 2” Application Deadline

Each Charging Site Scored Separately and Ranked

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



Recommended Awards

Applicant/Site	Number of Chargers	Funding Requested	Funding Recommended	Total Score
Weatherford College – Community College Campus ¹	7	\$295,050	\$295,050**	83.7
City of Irving – Library	1	\$238,121	\$191,441 ^{3*}	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	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	\$182,658 ⁴	64.2
Total Projects	19	\$1,125,590	\$1,067,892⁴	



¹Under New Scoring, Would Fall to Third

²Under New Scoring, Would Fall to Wait-List

³Reduced Funding Due to an Ineligible Cost in Budget

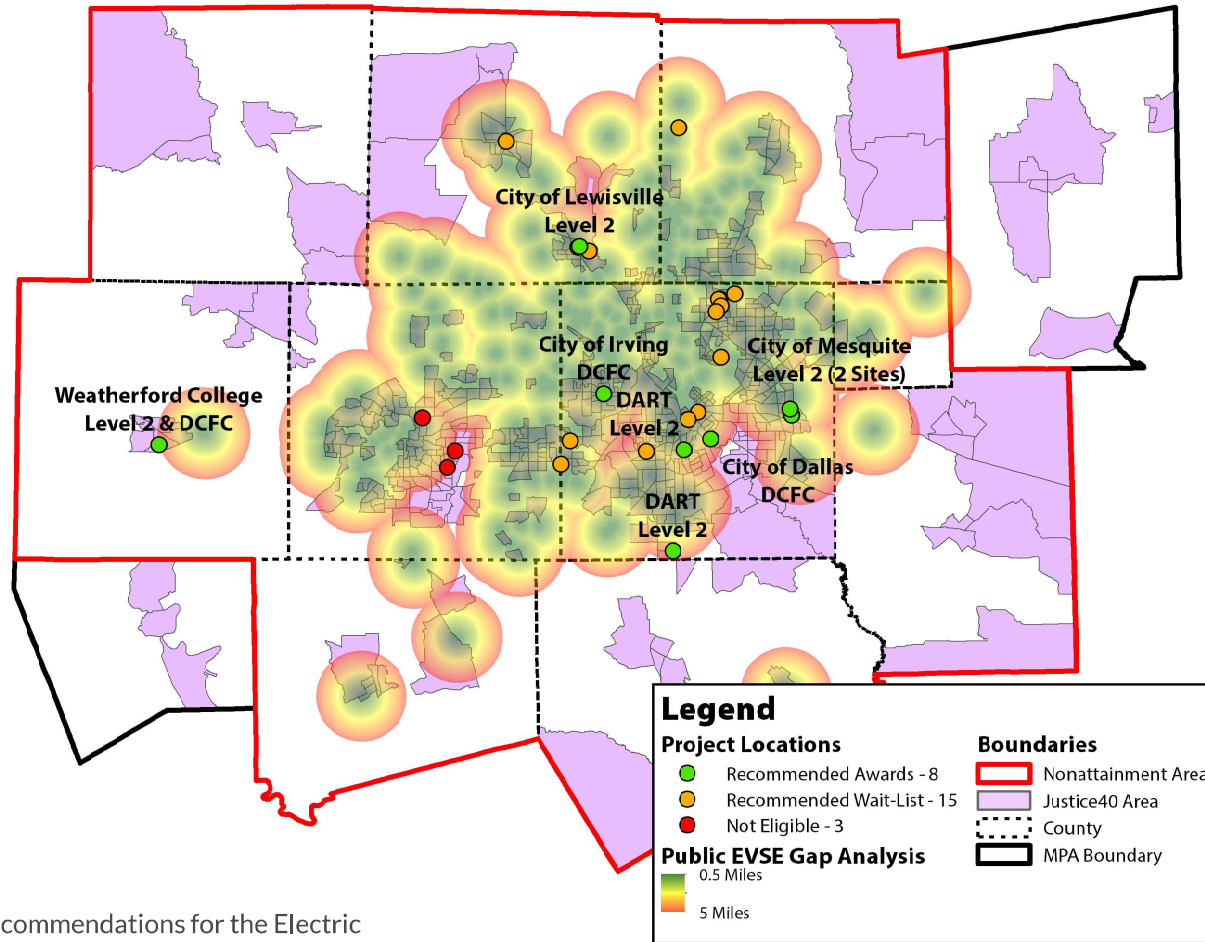
⁴Partial Award Based on Funds Available

Recommended Wait-List

Applicant/Site, In Order of Funding Priority	Number of Chargers	Funding Requested	Funding Recommended	Total Score
City of Dallas – Central Service Center*	2	\$193,676	\$11,018	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	\$1,827,118	



Map of Requested Charging Sites*



Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

*Justice40 Area Layer Based on Data Available at the Time Applications Were Scored

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

Application Deadline July 12, 2022



Contact Us



Lori Clark
Program Manager
LClark@nctcog.org | 817-695-9232



Amy Hodges
Principal Air Quality Planner
AHodges@nctcog.org | 817-704-2508



Jared Wright
Air Quality Planner
JWright@nctcog.org | 817-608-2374



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 Schulte 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	\$182,658	9	31.2	10.0	3.5	19.5	64.2
Total Projects	19			\$1,125,589	\$1,067,892						

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	\$111,018	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	\$47,892	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	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	\$1,827,118						

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			\$1,067,892							
Total Recommended Wait-List Projects	35			\$1,827,118							

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	5665 Truman Dr, Fort Worth, 76112	Community Center	\$30,000	23.2	10.0	1.5	20.8	55.5		
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	Applicant had not adopted the RTC Clean Fleet Policy prior to Application Deadline	
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							

*The Justice40 Map Tool Used to determine the "Serve or Provide Benefits to Justice40 Initiative" was updated by the Department of Transportation after applications were scored. If sites were re-scored with the updated Justice40 Map Tool, this site would fall to third.

**Reduced Funding Due to an Ineligible Cost in Budget

***If sites were re-scored with the updated Justice40 Map Tool, this site would fall to the wait-list.

****Partial award based on funds available, with additional funds from the City of Lewisville Site 1 award to honor the updated Justice40 Map Tool. Instead of removing Lewisville Site 1, City of Dallas Site 2 was awarded the Lewisville funding amount as if they fell to the wait-list.



Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law

**Lori Clark, Program Manager & DFW
Clean Cities Coordinator**

Regional Transportation Council

June 9, 2022

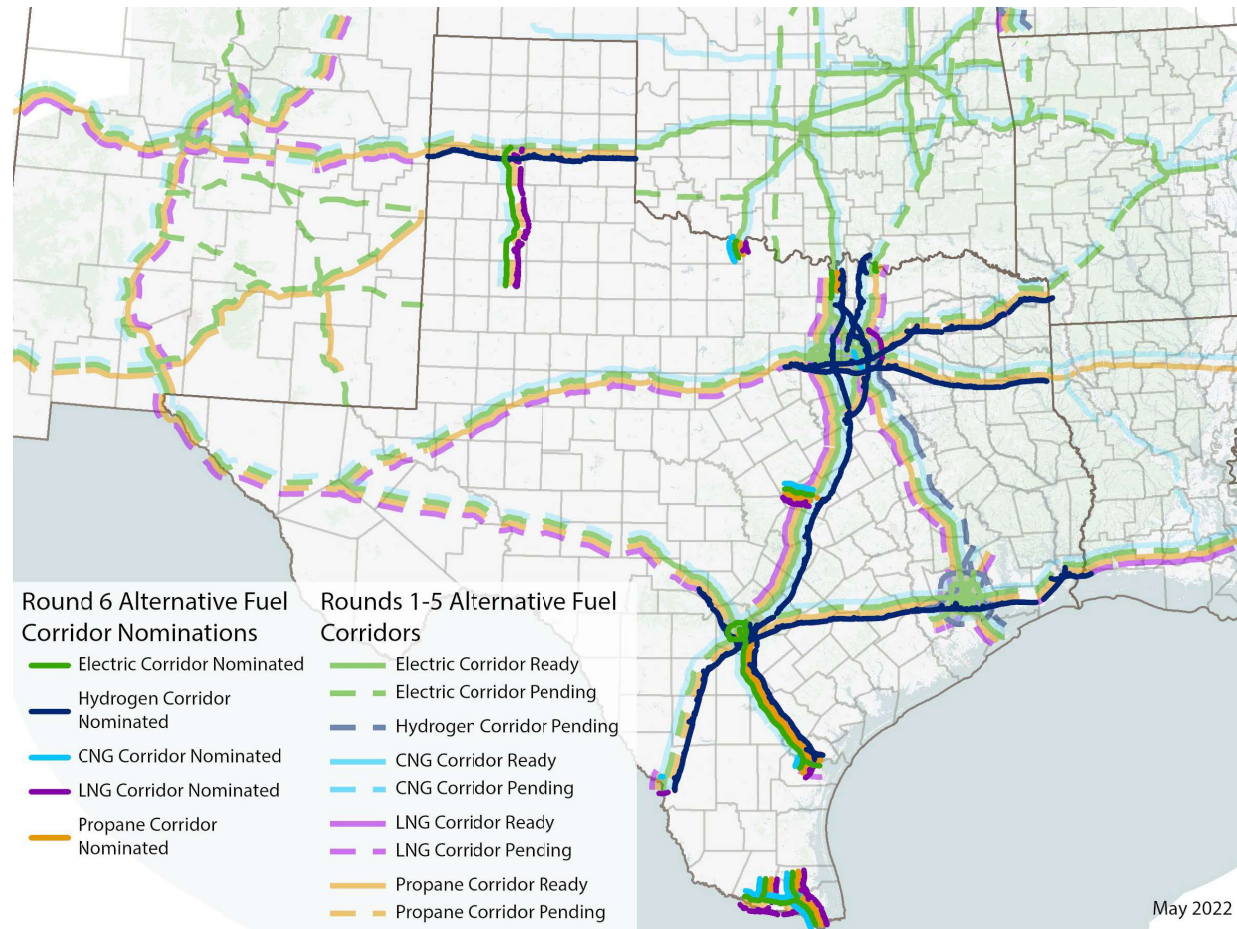
ALTERNATIVE FUEL CORRIDORS

Round 6 Nominations for Alternative Fuel Corridors Submitted by TxDOT in May

New Bipartisan Infrastructure Law (BIL) Funding Programs Require or Prioritize Projects Along Designated Corridors

\$5 Billion National Electric Vehicle Infrastructure (NEVI) Formula Program

\$2.5 Billion Charging & Fueling Infrastructure for Corridors & Communities Competitive Program



May 2022



NEVI FORMULA FUNDING IMPACTS TO TEXAS

TxDOT to Receive and Administer ~\$408 Million Over 5 years to Deploy Electric Vehicle (EV) Charging

Statewide Infrastructure Deployment Plan Required

Provide at Least 1 Qualifying Station Every 50 Miles Along Designated Corridors

Be Within 1 Mile of Designated EV Corridor Exit

Include at Least 4 CCS-type DC Fast Charge Connectors, Minimum 150kW Power Output at all Times

Minimum Site Power Capacity 600 kW

Restrict Funding to Designated EV Corridors until Demonstration that all Designated Highways are “Saturated” With Qualifying Stations



HIGHLIGHTS OF DRAFT TEXAS EV INFRASTRUCTURE PLAN

Enable Current and Future EV Drivers to Confidently Travel Across the State for Work, Recreation, and Exploration

Support 1 Million EVs Upon Build-Out

Draft Plan Posted at https://txdot.mysocialpinpoint.com/tx_ev_plan

Year 1	Install DC Fast Chargers Along Alternative Fuel Corridors (Estimated 48 Stations Statewide; \$42.84M Federal)
Years 2-5	Work with Counties and Small Urban Areas to Install DC Fast Charge Sites In/Near County Seats (Estimated 190 Locations, \$159.65M Federal)
	Work <u>with MPOs</u> to Identify Locations and Appropriate Combination of Level 2 and DC Fast Charge Sites (Estimated \$203.75M Federal)
Throughout	Collect Data



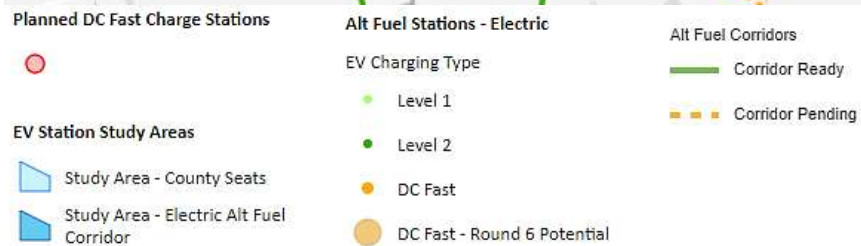
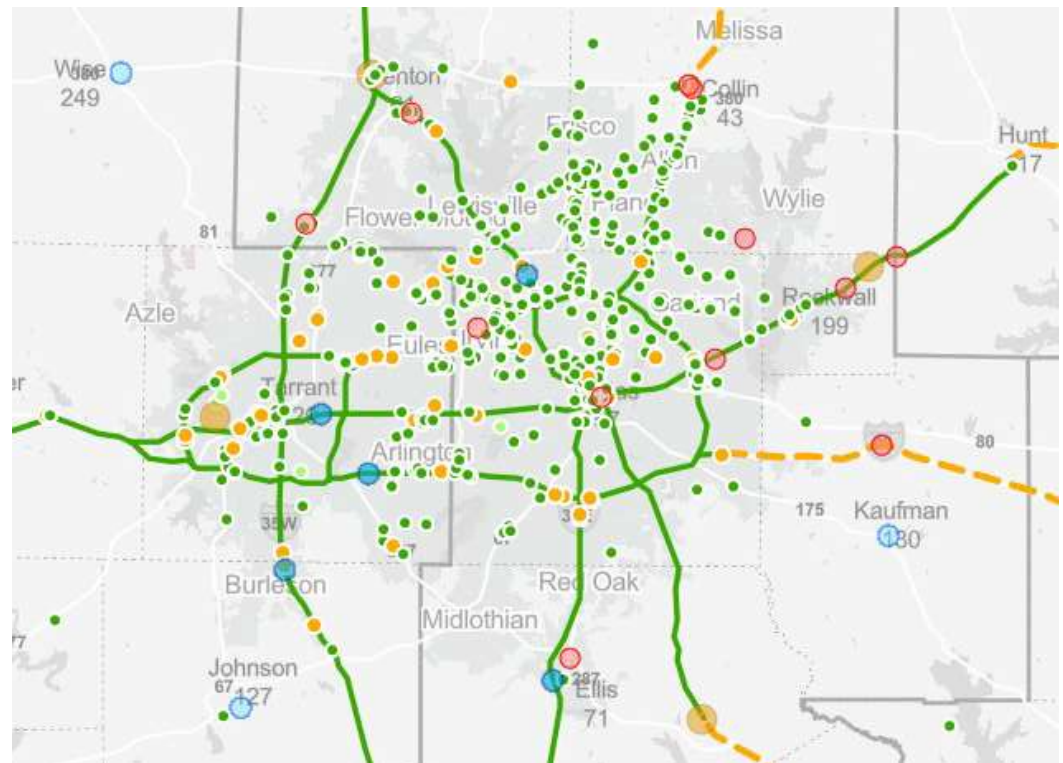
NEVI FORMULA FUNDING IMPACTS TO REGION

Proposed Allocation for MPO Area: ~\$51M

MPO Role to Collaborate with TxDOT:

- Recommend Charger Types and General Locations
- Draft Solicitation
- Score Responses

Image Source: TxDOT Statewide Planning Map, https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html



Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law

NCTCOG ENGAGEMENT

Hosting Regional EV Infrastructure Working Group

Participating in TxDOT NEVI Working Group

Developing Regional EV Infrastructure Plan Consistent with NEVI Guidance

Evaluating Options to Pursue Competitive Grant Opportunities

Department of Energy Opportunity - Anticipated July

Department of Transportation Charging & Fueling Infrastructure for Corridors & Communities -
Anticipated by Fiscal Year End



HOW TO GET INVOLVED

Join EV Infrastructure Working Group by Contacting
Bailey Muller at bmuller@nctcog.org



Submit Input on
TxDOT NEVI
Plan by June 15,
2022



Begin Mapping Sites
for EV Charging and
Alternative Fueling to
Develop a Local
Project Pipeline
(see [White House BIL
Guidebook](#)
Pages 460-461)



Collaborate with
NCTCOG to
Develop MPO
Recommendations
for NEVI “Out-
Years”



Coordinate With
Peers on
Potential
Competitive
Grant Project
Preparation



CONTACT US



Lori Clark
Program Manager
lclark@nctcog.org



Chris Klaus
Senior Program Manager
cklaus@nctcog.org

NEVI Formula Program:



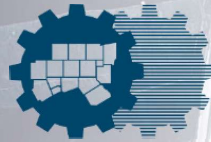
Bailey Muller
Senior Planner
bmuller@nctcog.org

Alternative Fuel Corridors:



Soria Adibi
Senior Planner
sadibi@nctcog.org





NCTCOG PRESENTATION

UPCOMING USDOT BIL GRANTS:

PROJECT SLOTTING COORDINATION

JEFFREY C. NEAL – Senior Program Manager

RTC – ELECTRONIC ITEM 11.1

June 9, 2022

BIL = Bipartisan Infrastructure Law

SAFE STREETS & ROADS FOR ALL GRANT PROGRAM (SS4A)

Funding Availability

\$400 Million

- Action Plan (Nation)

\$600 Million

- Implementation (Nation)

< 15% per State

- Overall Program

Minimum Award

\$200,000

- Action Plan (All Applicants)

\$3 Million

- Implementation (Rural/Tribal)

\$5 Million

- Implementation (MPO/Group)

Maximum Award

\$1 Million

- Action Plan (Local/Tribal/Rural)

\$5 Million

- Action Plan (MPO/Group)

\$30 Million

- Implementation (Local/Rural/Tribal)

\$50 Million

- Implementation (MPO/Group)

- Action Plan *-or-* Implementation: One application/agency limit
- Must self-certify existing Action Plan eligibility to apply for Implementation Grant
- Cost Sharing: 80% Federal/20% non-Federal (all); Obligation: 1 year after award
- Performance Period (max.): 2 years - Action Plan; 5 years - Implementation

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-jurisdictional Group of Above Entities

- a. Asset ownership/maintenance responsibility
- b. Safety responsibility affecting asset
- c. Agreement w/ asset owner/maintenance agent



SAFE STREETS & ROADS FOR ALL GRANT PROGRAM *(cont.)*

- **Eligible Activities/Costs – Action Plan:**
 - Developing a Comprehensive Safety Action Plan
 - Supplemental action plan activities in support of an existing Action Plan
- **Eligible Activities/Costs – Implementation:**
 - Conducting planning, design, and development activities for Action Plan project and strategies
 - Carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s)
- **Application Deadline: September 15, 2022**
- **NCTCOG Status:**
 - Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts
 - Pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline
 - Interested entities should contact **Natalie Bettger**, **Karla Windsor**, and/or **Thomas Bamonte** to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects



PENDING BIL GRANT NOTICE OF FUNDING OPPORTUNITIES – FY 22

- **Bridge Investment Program (\$2.5B) – June**
 - Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality
 - **Jeff Neal/Christie Gotti** to coordinate with TxDOT Districts for identifying potential on-system bridges
- **Railroad Crossing Elimination Program (\$600M) – June**
 - Roadway/Pathway – Rail grade crossing improvements focusing on safety/mobility of people & goods
 - **Dan Lamers/Jeff Hathcock** coordinating rail/road provider list of possible grade separations & closures
- **Reconnecting Communities Pilot Program (\$195M) – June**
 - \$50M – Planning Grants (80% Federal; Max. – \$2M/Applicant); \$145M – Capital Grants (50% Federal; Min. – \$5M/Project)
 - Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development
 - **Jeff Neal** to coordinate project identification/development through NCTCOG program areas & local governments/providers
- **Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September**
 - Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety
 - Large Communities (> 400K) – 40%; Mid-Sized Communities – 30%; Rural/Regional Partnerships – 30%
 - *SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact **Thomas Bamonte**)*



STATUS OF OTHER BIL GRANT FUNDING OPPORTUNITIES – FY 22

- **Completed FY 22 MPO-eligible BIL solicitations:**
 - Local and Regional Project Assistance Program (RAISE) – Projects submitted
 - Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted
 - Port Infrastructure Development Grant Program (PIDG)
 - Federal – State Partnership for Intercity Passenger Rail Grant Program
- **MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing:**
 - Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
 - Pilot Program for Transit-Oriented Development (TOD) Planning
- **MPO-eligible FY 22 BIL solicitations funded, but NOFO release not scheduled:**
 - Wildlife Crossings Pilot Program
 - Charging & Fueling Infrastructure Program
 - Congestion Relief Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)
 - Prioritization Process Grant Program
 - Strategic Innovation for Revenue Collection Pilot Program
 - Advanced Transportation Technologies & Innovative Mobility Deployment
- **MPO-eligible BIL solicitations not funded for FY 22:**
 - Healthy Streets Program
 - Active Transportation Infrastructure Investment Program



CONTACT INFORMATION

Thomas Bamonte

Senior Program Manager
(817) 704-5604
tbamonte@nctcog.org

Natalie Bettger

Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Ken Kirkpatrick

Counsel for Transportation
(817) 695-9278
kkirkpatrick@nctcog.org

Chris Klaus

Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Dan Lamers

Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

Arash Mirzaei

Senior Program Manager
(817) 695-9261
amirzaei@nctcog.org

Jeffrey C. Neal

Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Shannon Stevenson

Senior Program Manager
(817) 608-2304
sstevenson@nctcog.org

Karla Windsor

Senior Program Manager
(817) 608-2376
kwindsor@nctcog.org

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>



RTC Electronic Item 11.1 – Upcoming BIL Grants

Environmental Score Card

Chris Klaus
Regional Transportation Council
6.9.2022



Overview

Status of RTC and NCTCOG Efforts

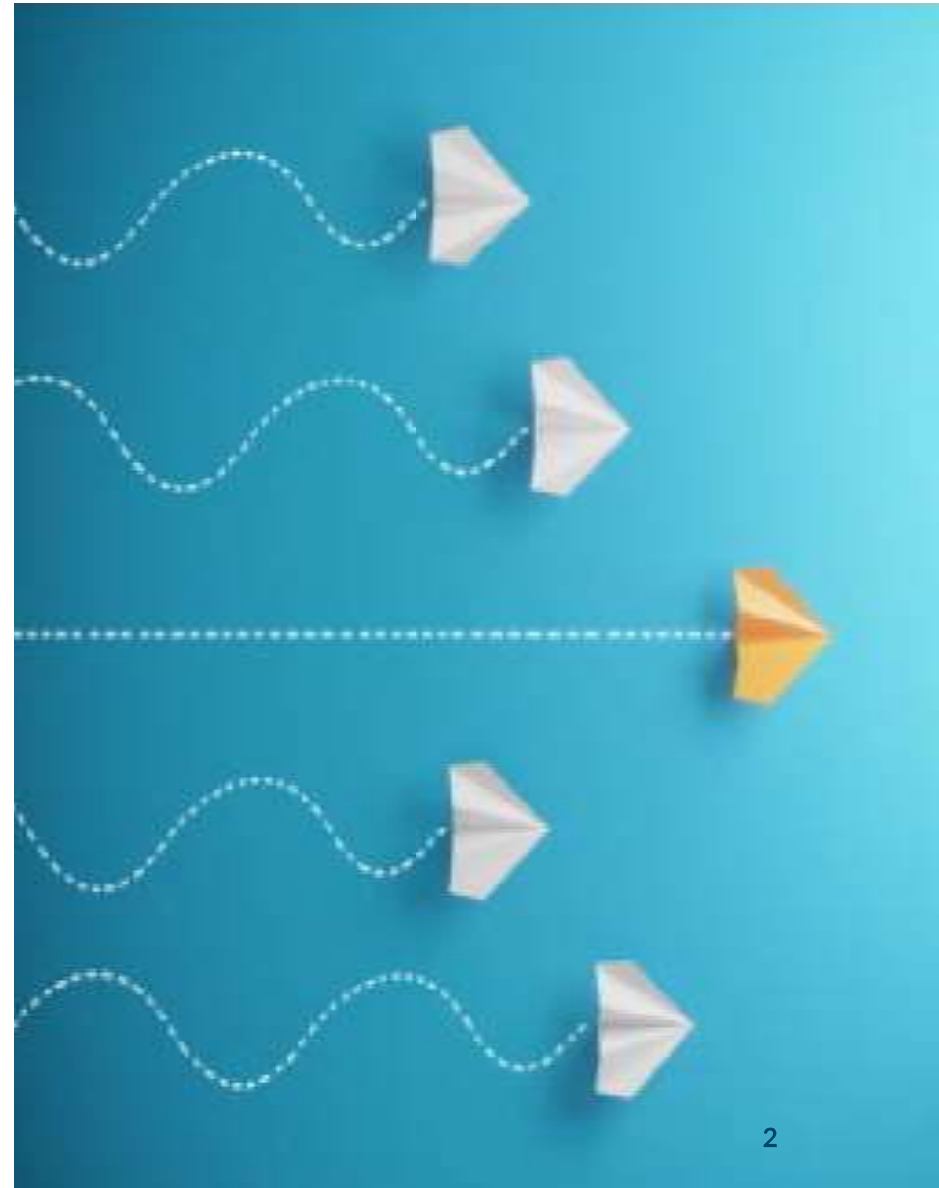
Assessment of Progress

Identification of Funding Gaps for Management and Operations, Regional/Air Quality, and Safety Funding Program - Summer of 2022

Environmental Stewardship is Economic Development Driver



Environmental Score Card



RTC Environmental Programs Samples



Rideshare. Record. Reward.



Program Assessment - Examples

Air Quality – Direct

Traffic Congestion – Indirect

Sustainable Development – Direct




Transit – Direct

System Resiliency – Indirect

Autonomous Vehicles – Indirect



Air Quality

-  Increasing Zero Emission Vehicles and Infrastructure
Meet 5 of 6 Federal Air Quality Standards
-  Greenhouse Gas/Climate Change Activities
Local Air Quality Monitors
-  Ozone Standard Compliance
Fraudulent Registration and Engine Tampering



Traffic Congestion

Traffic Incident Management Program



Auto Occupancy Detection Program – HOV discount
Transportation Authorities

Regional Traffic Signal Program



Regional Trip Reduction Program – 20% SOV Reduction
Expansion of Mobility Assistance Patrol Program



Safety: Reduction of Serious Injury and Fatality Crashes



Sustainable Development

Pedestrian Safety Action Plan



Planning for Regional Network

Look Out Texans Safety Campaign – walk/bike/drive

Transit-Oriented Development



Safe Routes to School

Sidewalks and Trails – Connections to Transit



Safety: Reduction of Serious Injury and Fatality Crashes

Connectivity of the Network



Transit

Greater Adoption of Electric Buses



Secured Competitive Grants for Enhanced Service
Expanded Areas Developing Transit



No New Member Cities Joined a Transit Authority
Recent Transitions of Transit Authorities



Extreme Driver Shortage
Vehicle Delays Due to Supply Chain Issues



System Resiliency

MPOs Collaborating with Resiliency Workgroup



Cities Developing Climate Action Plans
Green Space Preservation



Transportation Integration Stormwater Study
Vulnerability Assessments for Region



Roadway Flooding
Damage to NHS Off-System Roadways



Autonomous Vehicles

Autonomous Heavy-Duty Vehicles



Freight Hubs

Freight Technology Developers



Autonomous Automobile/Delivery Vehicles



Regionwide Broadband Internet

Automated Vehicle On-Board Diagnostic Communication



Applications

2024-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program Summer of 2022

Federal and Local Performance Measure Targets

State Implementation Plan Weight-of-Evidence

Regional Growth Forecasts

Increasing Climate Emphasis



For More Information

Chris Klaus
Senior Program Manager
cklaus@nctcog.org
817-695-9286

Jenny Narvaez
Program Manager
jnarvaez@nctcog.org
817-608-2342



Regional Transportation Council Attendance Roster
June 2021 - May 2022

RTC MEMBER	Entity	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/2022	5/12/2022
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	--	--	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	P	A	P	P	P	P	P	P	P	A	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	A	P	A	P	P	E(R)	P	P	P
Adam Bazaldua (09/21)	Dallas	--	--	--	E	P	E(R)	P	P	P	P	P	E
Elizabeth M. Beck (08/21)	Fort Worth	--	--	P	P	P	P	P	P	A	P	P	E
Gyna Bivens (08/21)	Fort Worth	--	--	P	P	P	P	P	P	P	E	P	E
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	P	P	P	P	E(R)	P	P	P	E(R)	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	A	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	A	P	P	P	A	P	A	A	P	A	P
Janet DePuy (09/21)	Richardson	--	--	--	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	E	P	P	P	P	P	P	P	P	P	E
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	E	P	P
Gary Fickes (12/10)	Tarrant County	P	E	P	P	P	P	P	P	A	P	P	P
George Fuller (07/17)	McKinney	P	P	P	P	E(R)	P	A	P	P	P	E(R)	E
Raul H. Gonzalez (09/21)	Arlington	--	--	--	P	E	P	P	P	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	E	P	P	P	P	E	P	E(R)	P	E(R)	P	E
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	E	P	P
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	A	P	P	E	E	A	P
Roger Harmon (1/02)	Johnson County	P	A	P	P	E(R)	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	E(R)	P	E(R)	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	E(R)	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	A	P	P	P	P	P	E(R)	P	P	E(R)	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	A
John Keating (12/19)	Frisco	P	P	E(R)	P	A	E	E(R)	A	A	A	P	A
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	E(R)	P	P	P
Alison Maguire (07/21)	Denton	--	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	E(R)	E(R)	P	P	A	P	A	P	A	P	E
Allen E. Meagher (12/20)	Irving	E	P	P	P	E	P	P	P	E(R)	E	P	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	E	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	A	P	A	P	P	P	P	E	P
Omar Narvaez (09/21)	Dallas	--	--	--	E	P	P	P	P	P	P	E(R)	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	E	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
June 2021 - May 2022**

RTC MEMBER	Entity	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/2022	5/12/2022
Jim R. Ross (07/21)	Arlington	--	P	E(R)	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	E(R)
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	E	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A(R)	P	P	P	E(R)	P	E	P	P	P	P	E(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	E	P
B. Glen Whitley (2/97)	Tarrant County	P	E	P	E	E(R)	P	E	P	P	E	P	E(R)
Michele Wong Krause	DART	--	--	--	--	--	E(R)	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
April 2021 - May 2022

STTC MEMBERS	Entity	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	03/25/22	04/22/22	05/27/22
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	*	*	*	*	*	*	*	*	*	*	*	*
Jackie Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	--	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	*	*	*	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Gallt	Mesquite	--	--	--	--	--	--	--	--	--	--	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	--	*	*	*	*	*

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Surface Transportation Technical Committee Attendance Roster

April 2021 - May 2022

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Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Marbut	Weatherford	--	--	--	--	--	--	--	--	--	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Kay Shelton	DART	--	--	--	--	--	--	--	--	--	--	--	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Logan Tucker	Duncanville	--	--	--	--	--	--	--	--	--	--	*	*
Gregory Van	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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June 2022

Welcome to the Local Motion, a monthly email newsletter from the North Central Texas Council of Governments Transportation Department. This publication may look familiar, but it has been reimagined to deliver the same transportation news you are used to directly to your inbox. Thank you for reading.



N. Texans encouraged to #HopOn public transit

With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy,

grocery store and other “essential” employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving

to someone else is less stressful and allows people to use their time wisely. For some, public transit can be a chance to decompress while commuting, leaving more time for people to get work done, answer emails, prepare for their day or just relax.

Not only can transit be less stressful than fighting traffic, but it could also improve the health of customers, especially if they walk or bicycle from the transit stop to their destination. Bicycles are permitted on all DART, DCTA and Trinity Metro buses and trains.

Flexibility is also key coming out of the pandemic. Those who do not live or work next to a transit stop may choose to combine traditional service with on-demand micro-transit options. DART (GoLink) or Trinity Metro (ZIPZones) and DCTA (Via) all offer on-demand services.

Wherever you need to go in North Texas, leave the driving to someone else and #hopon transit.



Spotlight: Electric Vehicle website revamped

Did you know that there are almost 50,000 Electric Vehicles in North Texas? These clean-burning, fun-to-drive vehicles have grown in popularity across Dallas-Fort Worth and the state.

With manufacturers introducing new models and more federal funding available to boost infrastructure, this growth is poised to continue. Electric Vehicles North Texas, an initiative led by

the Dallas-Fort Worth Clean Cities Coalition, seeks to help reduce the barriers to EV adoption through resources and technical assistance. One issue that may be preventing people from making the switch to electric is range anxiety. A resource is available to answer this and other questions from North Texans and fleet operators thinking about transitioning to electric.

EVNT launched an upgraded webpage in May that includes a map of the charging locations across Dallas-Fort Worth as well as basic information about owning an EV. The expanded webpage provides easy access to new site resources such as:

- Electric Vehicles 101
- Regional and state EV registration dashboards
- Charging infrastructure locations and resources
- Hydrogen fuel cells
- Important information for fleets and consumers

The new site also provides information on incentives and future events. For the latest on EV resources, data and incentives, check out the new site for yourself at www.dfwcleancities.org/evnt.



RTC approves process to certify innovative transportation solutions

The Regional Transportation Council has adopted a policy that establishes a process for coordination with transportation technology companies interested in coming to the region.

The policy outlines a fair, transparent process by which the RTC can coordinate with transportation infrastructure providers wishing to certify capitol-intensive innovative transportation technology to

move people and/or freight in the region. The policy also allows pilot applications of these particular technologies that may not need to be formally certified before implementation.

With this policy in place, the RTC can now guide a consensus-building path to innovative solutions that includes interested local governments and transportation providers of emerging technology. The goal of such an arrangement is a commercial application that serves a long-range transportation need.

This is a follow-up to a policy adopted in February to advance high-speed rail in the Dallas-Fort Worth High-Speed Transportation Connections Study along the Interstate Highway 30 corridor into the Phase 2 National Environmental Policy Act process.

In recent months, NCTCOG has been approached by hyperloop companies and others interested in proving their innovative transportation technologies for the first time. With the new policy, the RTC can coordinate with these transportation technology companies to find mutually beneficial opportunities as the region continues to push the boundaries on using innovative transportation solutions to meet increasingly complex transportation needs.

By the Numbers

50,000

The approximate number of Electric Vehicles in North Texas.

RTC approves partnership to advance transit projects

The RTC approved a funding partnership with Trinity Metro and the City of Fort Worth last month calling for the addition of \$62 million in federal funding to help move four transit and roadway projects forward. Here are the details:



- The 2.1-mile extension of the TEXRail commuter rail line to the Hospital District will receive \$51.36 million in new federal funding in addition to the previous RTC commitment of \$20 million. With funding from Fort Worth, Trinity Metro, leftover Federal Transit Administration funds from the original TEXRail project, and private sector, the project now has \$167 million.
- The Trinity Lakes Station, planned for the intersection of Interstate Highway 820 and the

Trinity Railway Express, will receive \$20.05 million in additional federal funding. This investment gives the project a total of \$26.74 million.

- The RTC programmed an additional \$2.01 million to guaranteed transit along IH 35W, which now has a total of \$16.01 million.
- NCTCOG has applied for \$100 million in federal grant funding to help with the construction of the East Lancaster Avenue project, for which the RTC has previously committed \$40 million. The Texas Department of Transportation has pledged \$30 million, to the project, with Fort Worth (\$16 million) and the private sector (\$2 million) also providing funding to the project to reconstruct East Lancaster Avenue from Dottie Lynn Parkway to downtown as a multimodal corridor that includes pedestrian and bicycle accommodations, enhanced transit, broadband and other features.

Another project, the Katy Lofts, will be funded by the private sector, allowing the RTC's previous commitment of \$11.36 million to be used on other projects.



Progress North Texas 2022 available online

The North Central Texas Council of Governments' annual transportation state of the region report, Progress North Texas, is now available online. This year's report is organized around the theme of Transportation in the Age of COVID-19, which highlights the many ways North Texans have shifted their mindsets to navigate the ongoing COVID-19 pandemic and its effects on the transportation system.

Congratulations to Vianney Medellin, the winner of the 2022 art contest, whose artwork appears on the cover. Vianney was among the many talented Dallas ISD students asked to illustrate how COVID-19 has influenced the way they travel. Other top finishers in this year's competition are Penelope Levings, Marlene Posada, Xitlali Martinez, and Kimberly

Avalos. All of the art submitted was outstanding, and it was difficult to select a winner. Read this year's report and request copies at www.nctcog.org/ourregion.



NCTCOG to share updates, community initiative goals at public meeting June 13

NCTCOG will host a hybrid public meeting this month to provide an update on funding recommendations for the Regional 10-Year Plan, emerging transportation technologies and goals for goals for disadvantaged businesses.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon on Monday, June 13. Residents may attend the meeting, watch it online at www.nctcog.org/input or participate via phone by dialing 855-925-2801 then code 2682.

The Regional Transportation Council updates and approves the Regional 10-Year Plan annually, offering North Texans a preview of approximately \$6.9 billion worth of projects developed with congestion, development, air quality and socioeconomic effects taken into consideration. Staff will present proposed changes to funding sources and an updated project list for the plan at the meeting.

NCTCOG is required by federal law to periodically update participation goals for the Disadvantaged Business Enterprise (DBE) program, which encourages transportation-specific contracting opportunities for socioeconomically disadvantaged businesses in the region. Staff will also provide a draft update of DBE participation goals for review and comment.

In 2021, work began on NCTCOG's regional planning exercise to prepare communities for new transportation technologies within the region—AV2.1: Planning for Local Partners. NCTCOG staff will present a project status update, including information about early scenario development efforts, and public outreach and education initiatives. More information on the project can be found at www.connectntxfutures.org.

The Unified Planning Work Program (UPWP) for Regional Transportation Planning is developed by NCTCOG biennially and serves as a guide for planning activities to be conducted over the course of specified fiscal years. Proposed modifications to the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be posted online for review and comment after the meeting.

Staff will also highlight resources such as the Mobility 2045: 2022 Update, the Regional Smoking Vehicle Program, a list of alternative fuel funding opportunities, and the RTC-adopted Innovative Transportation Technology Infrastructure Certification Program.

A recording of the presentations will also be posted at www.nctcog.org/input, where residents can comment through July 12.

For special accommodations due to a disability, language translation, printed copies of information discussed or to request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Fact Sheet: Bipartisan Infrastructure Law

NCTCOG has published a fact sheet explaining the Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law, which was signed into law in November. The law funds federal-aid highways, highway safety, transit and other transportation programs with \$567.5 billion through Fiscal Year 2026. This five-year bill replaced the Fixing America's Surface Transportation Act, or the FAST Act, which expired in 2020 and was extended through FY2021.

Texas is projected to receive \$32.9 billion over five years for highways, transit and other related transportation projects.

This new legislation provides Texas with almost \$28 billion for federal-aid highway apportioned programs and \$537 million for bridge replacement and repairs over five years. The legislation authorizes more than a 40% increase over the FAST Act for public transportation. Texas

expects to receive \$3.3 billion over five years to improve public transportation options across the state.

To learn more about the legislation, read the fact sheet at: www.nctcog.org/factsheets.

*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.
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