

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, January 27, 2023

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:30 – 1:35**
1. **Approval of December 2, 2022, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the December 2, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A

- 1:35 – 1:40**
2. **Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
 - 2.1. **Unified Planning Work Program Modification**
Presenter: Vickie Alexander, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect a project update, funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The proposed amendments are provided in [Electronic Item 2.1.1](#) and will be posted on the NCTCOG website for public review and comment as part of the February public outreach opportunity. Additional information is provided in [Electronic Item 2.1.2](#).

Performance Measure(s) Addressed: Administrative

2.2. Fiscal Year 2023 Education Campaigns for Transportation

Initiatives: Phase Two

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of \$1,041,000 in funding of Education Campaigns for Transportation Initiatives: Phase Two that will initiate in Fiscal Year (FY) 2023.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. [Electronic Item 2.2](#) provides a reminder of Phase One FY2023 budget previously approved as well as more information on Phase Two FY2023 education campaign costs along with examples of past education campaigns and associated campaign performance measure summaries. Education campaigns in Phase Two will support Car Care Awareness, Drive Aware North Texas, Engine Off North Texas, Freight North Texas, HOV 2+ Incentive Program (GoCarma), Know Before You Fly, National Drive Electric Week, Ozone Season Emissions Reduction Campaign (Air North Texas), Report Smoking Vehicles Program, Saving Money and Reducing Truck Emissions, Transit COVID Recovery Campaign, and Flexible Funding for Public Involvement/Notifications. Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

Performance Measure(s) Addressed: Air Quality, Safety

1:40 – 1:45

3. Endorsement of Medal of Honor – Museum Partnership Program: Leadership Institute

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request endorsement of a financial contribution of \$1.895 million in Regional Transportation Council (RTC) Local funds to support the Medal of Honor Institute, the leadership component of the National Medal of Honor Museum currently under construction in Arlington.

Background: This item includes communication received from the National Medal of Honor Museum Foundation about partnership opportunities in [Electronic Item 3.1](#), a letter of support to be signed by Regional Transportation Council (RTC) members in [Electronic Item 3.2](#), and additional information in [Electronic Item 3.3](#) to provide background information about the upcoming project and recommended financial contribution.

This item also includes the methodology staff used to identify eligible transportation elements. Staff briefed the RTC in December regarding the proposal to request the entire RTC sign the commitment letter, including recognition of members with current and previous military service.

Performance Measure(s) Addressed: Administrative

1:45 – 2:00

4. **Cotton Belt Trail Phase One and Phase Two**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will request approval regarding funding for the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to the Shiloh Station in Plano.

Background: The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Additional funding is needed for construction of the Phase 1 bridge sections of the trail intended to be completed by the Silver Line rail design-build contractor prior to the rail beginning revenue service. Funds will also be requested to provide an extension of betterment walls associated with the Silver Line rail project. A two-contractor approach will be used for construction, partnering with DART for additional trail bridges and trail segments in the corridor. An expedited Phase 2 will be implemented with a second contractor to be procured by DART to construct various remaining trail bridges, street crossings, and trail sections before the Silver Line rail revenue service. Supported by the North Central Texas Council of Governments (NCTCOG), applications will be submitted by DART to the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Program Call for Projects and the US Department of Transportation 2023 RAISE grant for the phase 2 construction and will leverage existing federal and local funding currently programmed for trail construction in the corridor. Regional Transportation Council funding will be requested to support this leveraging of funds. Staff will provide an overview of funding recommendations and DART partnership grant applications to implement various sections of this priority regional trail corridor. Additional information is provided in [Electronic Item 4](#).

Performance Measure(s) Addressed: Bike/Ped +, Safety

2:00 – 2:10

5. **Regional Safety Performance Targets Update 2023 - 2027**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kroll, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of federally required regional Roadway Safety Performance targets and reduction schedule for 2023-2027 and will provide an update on 2021 actual performance. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. Adoption of new safety performance target setting for 2023-2027 is needed. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed 2023 targets for Roadway Safety will be discussed along with the preliminary biennial report for 2021 targets versus 2021 actual performance. Staff will provide an overview of the 2023 Safety Performance Measures included in [Electronic Item 5](#).

Performance Measure(s) Addressed: Safety

2:10 – 2:25

6. **Certification of Emerging and Reliable Transportation Technology Round Two: Swyft**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Brendon Wheeler, NCTCOG

Item Summary: As part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program, staff will introduce another applicant technology, Swyft. This technology follows the requirements established by the Regional Transportation Council (RTC), as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. Staff will outline next steps for this technology within the Certification Program and will request action to recommend the RTC advance this proposal to interested local

governments that may wish to submit locations for the technology provider to consider.

Background: In May 2022, the RTC adopted Policy P22-02 to develop a process for the Transportation Infrastructure Certification Program (now named CERTT). This program serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to our region with the end goal of a commercial application serving a long-range transportation need. This transparent process ensures a level playing field for transportation technology providers wishing to prove their technology and for local governments wishing to attract unique and innovative transportation technologies to solve their transportation needs. Swyft is a gondola-like transportation developer based in California, focused on developing overhead transportation gondolas. Staff is continuing to review letters of interest from technology providers wishing to join this program and will update the Surface Transportation Technical Committee and RTC on the results of these applications as they advance through the process. Additional details are provided in [Electronic Item 6.1](#) and Policy P22-02 is provided as [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Safety, Transit

2:25 – 2:35

7. **Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In December 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2023 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. [Electronic Item 7.1](#) is a copy of the amended Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$2.275 billion program. [Electronic Item 7.2](#) provides information regarding candidate projects (with applications to be authored/submitted by NCTCOG). Applications are due to the US DOT by February 28, 2023. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be

submitted to Nicholas Allen of NCTCOG at nallen@nctcog.org by Wednesday, February 15, 2023.

Performance Measure(s) Addressed: Bike/Ped +, Roadway

2:35 – 2:45

8. Federal and State Legislative Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus in the United States (US) Congress and the Texas legislative session. The 2nd session of the 118th US Congress convened on January 3, 2023. The 88th Texas Legislature convened on January 10, 2023.

Performance Measure(s) Addressed: Air Quality, Safety

2:45 – 2:55

9. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Tarrant Regional Transportation Coalition and Crossroads
2. I-20 Corridor Rail Project and High-Speed Rail from Fort Worth to Houston
3. Partnership Meeting with State of Tennessee Representatives
4. US 75 Technology Lane ([Electronic Item 9.1](#))
5. 15 Most Congested Regions

Performance Measure(s) Addressed: Administrative, Transit

2:55 – 3:05

10. Status of 2022 Transportation Conformity Determination – Received

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Jenny Narvaez and Amy Johnson, NCTCOG

Item Summary: Staff will provide an update on work efforts to implement Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update including the recent Transportation Conformity determination by the United States Department of Transportation (US DOT).

Background: The Clean Air Act of 1990 requires Metropolitan Planning Organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed to ensure the multi-modal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB). On December 16, 2022, the US DOT granted a successful transportation conformity determination

for [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update](#) (MTP) and the [2023-2026 Transportation Improvement Program for North Central Texas](#) (TIP). [Electronic Item 10.1](#) contains the US DOT conformity approval, which now allows new and modified projects in the MTP and TIP to proceed. On June 9, 2022, the Regional Transportation Council adopted [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update](#) as the region's long-range transportation plan, carried out through policies, programs, and projects. [Electronic Item 10.2](#) contains minor changes made to the roadway and transit project recommendations tables due to the conformity review process. For more information, please see [Electronic Item 10.3](#).

Performance Measure(s) Addressed: Air Quality, Roadway

3:05 – 3:15

11. Roadway Safety Plan

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Kevin Kroll, NCTCOG

Item Summary: Staff will provide an overview of the Regional Roadway Safety Plan including analysis, High Injury Network, recommended countermeasures, and next steps.

Background: From 2016 to 2020 the North Central Texas Council of Governments (NCTCOG) 12-county area experienced 3,752 fatalities and 19,405 serious injuries on the region's roadways. The Regional Roadway Safety Plan is the first regionwide plan to eliminate all fatal crashes on our roadways by 2050 in accordance with safety positions adopted by the Regional Transportation Council (RTC) and the Texas Transportation Commission. Staff will provide an overview of the Roadway Safety Plan, including goals, analysis, emphasis areas, and recommended safety countermeasures. The plan also includes a High Injury Network, which is a prioritized list of the most dangerous roadway segments in the region. The Regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs to work towards a goal of zero fatalities on the region's roadways by 2050. Staff will provide an overview of the Roadway Safety Plan provided in [Electronic Item 11](#). A draft version of the Roadway Safety Plan can be reviewed on the [Transportation Safety web page](#).

Performance Measure(s) Addressed: Safety

3:15 – 3:20

12. Dallas Fort Worth High-Speed Transportation Connections Study: Phase Two

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an update on coordination efforts with the Federal Railroad Administration and Federal Transit Administration to advance this project through the National

Environmental Policy Act (NEPA) process. Staff will introduce next steps in Phase 2, including conceptual and preliminary engineering of a high-speed rail corridor generally along Interstate Highway (IH) 30 to support environmental analysis and documentation for the NEPA process.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors. The second phase includes conceptual and preliminary engineering and a NEPA effort resulting in a federal government action identifying the project's next steps. Following the substantial completion of Phase 1 activities, the Regional Transportation Council adopted Policy P22-01 (Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process) in February 2022, advancing the preferred mode, high-speed rail, along the preferred corridor, IH 30. Policy P22-01 is provided in [Electronic Item 12](#).

Performance Measure(s) Addressed: Safety, Transit

3:20 – 3:35

13. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Item Summary: Staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Toni Stehling* - 2022 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 13.1](#))
2. *Charles Marsh* – Submittal Deadline for Modification Requests to the TIP through the May 2023 Revision Cycle
3. *Martin Bate* – Fiscal Year 2024 – 2025 Policy Bundle (www.nctcog.org/policybundle)
4. *Jesse Brown* – Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 13.2](#))
5. *Jared Wright* - Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
6. *Jared Wright* – Comments on Texas Electric Vehicle Charging Plan Draft Grant Documents ([Electronic Item 13.3](#))
7. *Jared Wright* – Dallas -Fort Worth Clean Cities Annual Survey Open (<https://www.dfwcleancities.org/annualreport>)
8. *Savana Nance* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. *Savana Nance* – Local Government Energy Reporting Due March 3, 2023 ([Electronic Item 13.4](#))
10. *Jared Wright* - Local Clean Air Project Spotlight ([Electronic Item 13.5](#))
11. *Connor Sadro* – ITS America 2023 Annual Conference & Expo in Grapevine ([Electronic Item 13.6](#))
12. *Carli Baylor* – November Public Meeting Minutes ([Electronic Item 13.7](#))

- 13. *Carli Baylor* - December Public Meeting Minutes ([Electronic Item 13.8](#))
- 14. *Carli Baylor* - February Public Meeting Notice ([Electronic Item 13.9](#))
- 15. *Taylor Benjamin* - Public Comments Report ([Electronic Item 13.10](#))
- 16. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 13.11](#))

- 14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
- 15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 24, 2023.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****December 2, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, December 2, 2022, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Tanya Brooks, Ceason Clemens, John Cordary Jr., Clarence Daugherty, Chad Davis, Arturo Del Castillo, Caryl DeVries, Phil Dupler, Chris Flanigan, Ann Foss, Eric Gallt, Tom Hammons, Matthew Hotelling, John Hudspeth, Thuan Huynh, Joel James, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Chad Marbut, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, Kathryn Rush, David Salmon, Kay Shelton, Brian Shewski, Walter Shumac, III, Randy Skinner, Gregory Van Nieuwenhuize, and Daniel Vedral.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Martin Bate, Nathan Benditz, Taylor Benjamin, Scott Booth, Jason Brown, Jacklyn Castillo, Lori Clark, Shawn Conrad, Rick Cortez, Chad Davis, Cody Derrick, Caryl DeVries, Kevin Feldt, Ann Foss, Chad Gartner, John Godwin, Rebekah Gongora, Christie Gotti, Amy Hodges, Hayden Horton, Thuan Huynh, Amy Johnson, Kelly Johnson, Dan Kessler, Ken Kirkpatrick, Kurt Lehan, Travis Liska, Gregory Masota, Mark Mathis, Mindy Mize, Savana Nance, Jenny Narvaez, Jeff Neal, Catherine Osborn, Donald Parker, Trey Pope, Ezra Pratt, Vercie Pruitt-Jenkins, Minesha Reese, Robyn Root, Alison Smith, Daniel Snyder, Toni Stehling, Shannon Stevenson, Anna Willits, Amanda Wilson, Jared Wright, and Margarita Zollo.

1. **Approval of October 28, 2022, Minutes:** The minutes of the October 28, 2022, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **February 2023 Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2023 revisions to the 2023-2026 TIP were provided as Electronic Item 2.1.1 for the Committee's consideration. These modifications were reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP. Also provided was Electronic Item 2.1.2, an Administrative Amendment processed through the November 2022 cycle.
 - 2.2. **Regional Transportation Council Local Funds Requested as Match On Department of Energy-Funded Projects:** Staff requested Regional Transportation Council (RTC) approval to use RTC Local funds to satisfy match requirements for two Department of Energy (DOE) proposals and a State Energy Conservation Office (SECO) project. The North Central Texas Council of Governments (NCTCOG) has been asked to partner on six proposals competing for funding through the Department of Energy's Fiscal Year 2022 Vehicle Technologies Office Program Wide Funding Opportunity (DE-FOA-0002611). As a

partner, NCTCOG would be a subrecipient for funding. Two of the proposals require matching funds, totaling up to \$300,000 in match for up to \$300,000 in federal funds. RTC Local funds were requested to satisfy these match requirements. NCTCOG stands to receive federal funds with no match requirement on the other four proposals. In addition, NCTCOG has been awarded \$200,000 in DOE funds by SECO to continue regional energy management work. This is a continuation of work completed collaboratively by the NCTCOG Transportation and Environment and Development departments which began four years ago. The award and resulting work will be split between the departments to further energy efficiency and renewable energy efforts in the region. The award of \$200,000 federal funds requires match of \$40,000. Both the award and match will be shared equally between departments. Up to \$320,000 RTC Local funds was requested as match requirements. More information was available in Electronic Item 2.2.

- 2.3 **Endorsement of Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase One:** Staff requested an endorsement for Regional Transportation Council (RTC) recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for approval of funding up to \$278,700 for Education Campaigns for Transportation Initiatives: Phase 1 that will initiate in Fiscal Year (FY) 2023. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. The first phase of education campaigns is for public involvement and support activities such as notifications of opportunities for public input/public meetings, and commuter education focused on congestion management. Efforts in the first phase will be funded in a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, RTC Local Funds, and RTC Transportation Development Credits in lieu of cash match. Education campaigns will be developed in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. This item was approved by the RTC on November 10, 2022, and NCTCOG Executive Board on December 1, 2022. Electronic Item 2.3 provided more detail.
- 2.4 **Endorsement of Traffic Signal Retiming in Tarrant County:** Staff requested endorsement of Regional Transportation Council (RTC) approval to receive approximately \$1,066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County. Tarrant County has identified funding through its 2006 and 2021 Bond Programs and has approached the North Central Texas Council of Governments (NCTCOG) to utilize funding for traffic signal retiming along selected corridors in Tarrant County. NCTCOG has existing, active consultant contracts that may be used to develop and implement traffic signal retiming. The consultants will work with local jurisdictions and the Texas Department of Transportation to develop, review and implement signal timing. Tarrant County will provide approximately \$1,066,000 to fund the consultant work as well as NCTCOG staff time to administer the project. Additional information was provided in Electronic Item 2.4.

A motion was made to recommend Regional Transportation Council approval of Item 2.1, Item 2.2, Item 2.3 and Item 2.4 of the Consent Agenda. Kelly Porter (M); Mark Nelson (S). The motion passed unanimously.

3. **Transportation Alternatives Set-Aside Program Call for Projects Funding Recommendations:** Daniel Snyder requested a recommendation for Regional Transportation Council (RTC) approval of the list of projects to fund through 2022 Transportation Alternatives Set-Aside Call for Projects. Daniel provided information regarding the Transportation Alternatives Set-Aside Program, an overview of the applications received, and the evaluation process. The North Central Texas Council of Governments (NCTCOG) opened the Call for Projects for the Urbanized Area of the North Central Texas region on July 18, 2022, and applications were due on September 9, 2022. Projects eligible under this program include the construction of on-road and off-road pedestrian and bicycle facilities, multi-modal connections to rail stations and schools, education activities promoting students to walk and bike to school, and pedestrian and bicycle infrastructure that will substantially improve safety. All projects must be within one of the three Urbanized Areas (UA) exceeding 200,000 population: Denton–Lewisville Urbanized Area, McKinney Urbanized Area, and Dallas–Fort Worth–Arlington Urbanized Area. Four application categories are as follows: active transportation, safe routes to school, safe routes to rail, and safety and technology. The evaluation criteria emphasizes regional connectivity, access to major destinations, equity, projects identified in adopted plans, safety benefits, and project readiness. The funding overview for construction is \$500,000 minimum federal funding award per project and \$250,000 for safe routes to school education activities. There is no limit for maximum federal funding award per project, construction-implementation projects; engineering and environmental phases, 100 percent locally funded, construction phases, minimum 20 percent local match, local match must be cash or Transportation Development Credits (TDCs), no in-kind contributions, reimbursement of up to 80 percent of eligible project costs (up to 100 percent if using TDCs), option to use TDCs (in lieu of local match) if qualified through the MTP Policy Bundle process (with a remaining balance), option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council (RTC). Electronic Item 3.1 contained additional detailed information. Electronic Item 3.2 reflected project evaluations and recommended funding awards.

A motion was made to recommend Regional Transportation Council approval of the list of projects to fund through the 2022 Transportation Alternatives Set-Aside Call for Projects, as provided in Electronic Item 3.1, to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes, per program rules that: project sponsors must execute an Advanced Funding Agreement with Texas Department of Transportation (TxDOT) within one year of project selection, projects must advance to construction within three years from selection or the funding may be reprogrammed. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

4. **Regional Transportation Council and Dallas Area Rapid Transit Federal and Local Funding Partnership:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC) approval of a proposed federal/local partnership with Dallas Area Rapid Transit (DART). The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested. With the recent award of numerous federal discretionary grants (e.g., BUILD, RAISE) that NCTCOG will be administering, the amount of funding needed to cash flow projects has increased significantly. NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process. RTC

does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed. The Metropolitan Planning Organization (MPO) Revolver Fund and RTC Local funds are typically used for these purposes, but those funds are being utilized, leading to the need for more local dollars. In July 2022, the RTC directed staff to pursue a funding partnership with DART or Dallas to accomplish these goals. The Dallas Area Rapid Transit (DART) Board recently approved a program to send approximately \$234 million back to its member cities. Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART. To allow DART to return the higher of the two amounts to each city, a proposal is being made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million. In return for providing this solution and funding, an exchange of \$44 million (anticipate DART using existing local funds on Silver Line to match these federal funds) in federal funds for \$40 million of local funds from DART is being proposed. This funding would be used to: 1) expand the Revolver Fund to cash flow federal grant projects, and 2) replenish the RTC Local funding pool for use on projects and programs across the region. The shares in each account will be brought back later for action. Following up on the parking garage partnership, in July 2022, the RTC funded two parking garages in proximity to DART Stations, Dallas Zoo Station Garage - \$10 million and the SMU/Mockingbird Station Garage - \$20 million. The RTC approved a federal-for-local funding exchange concept for either DART or Dallas to fund these projects with local dollars since parking garages are easier to implement with non-federal funds. As of December 2, 2022, a DART Exchange is proposed, federal funding of \$30 million will be placed on the DART Silver Line Rail project and DART will utilize \$30 million of DART local funds to implement the two garages. This agenda item will be taken for action to the Regional Transportation Council on December 8, 2022, then to Executive Board for approval to receive funds on January 26, 2023. A detailed summary of the proposed partnership was provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council approval of the proposed partnership with DART for \$19.674 million federal funds for member city reimbursement (to be awarded to the Silver Line with anticipation for DART using existing local funds on Silver Line to match these federal funds), \$44 million federal funds for MPO Revolver/RTC local trade on the Silver Line, receive \$40 million local funds for MPO Revolver and RTC local pool, federal funding for garage exchange to be applied to the Silver Line (\$30 million federal), and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes. Eron Linn (M); Mark Nelson (S). The motion passed unanimously.

5. **Milestone Policy Update:** Cody Derrick requested a recommendation for Regional Transportation Council (RTC) approval on two projects and provided the Committee with an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the Regional Transportation Council (RTC) approved the second round Milestone Policy, including the establishment of deadlines by which projects must go to construction, a revamped project tracking process, the requirement of periodic status reports on projects until they go to letting, and staff evaluation of progress made to be considered when making recommendations about whether or not to cancel a project. The summary of projects that have not gone to construction (December 2022): one project scheduled letting FY2022 with

a total funding of \$24,5229,721, nine scheduled letting FY2023 with a total funding of \$93,435,636, and four projects scheduled letting FY2024 or beyond with a total funding of \$242,201,031. A total of 14 projects at \$360,166,388. Project risk by fiscal year was detailed in Electronic Item 5.

A motion was made to recommend Regional Transportation Council approval of Conflans Road from SH 161 to Valley View Lane. The project missed the original letting deadline at the end of FY2022., A request for the Federal Project Authorization and Agreement (FPAA) needed to obligate funds has been made by the Texas Department of Transportation and is pending Federal Highway Administration (FHWA) approval. Staff recommended that the RTC extend the project's deadline to the end of March 2023 and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction. Action also included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed. Gus Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

6. **Emergency Funding: Backstop Funding For Transit Cooperative Vehicle Procurement:** Michael Morris requested a recommendation for Regional Transportation Council (RTC) ratification of emergency funding authorization for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase. The RTC previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services. The North Central Texas Council of Governments (NCTCOG's) Executive Board approved a contract on June 24, 2021, with Creative Bus Sales, Inc. for the purchase of vehicles for the small transit providers. Staff discovered funding for the vehicles was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. A funding resolution is expected in January 2023. Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022. The backstop request is for \$1,500,000 in existing Regional Toll Revenue (RTR) funds previously approved for Transit Projects (\$500,000) and RTC Local Funds (\$1,000,000). The temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays. Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023.

A motion was made to ratify the Regional Transportation Council's action for emergency funding authorization of \$1,500,000 (\$500,000 RTR funds and \$1,000,000 RTC Local Funds) for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an addition price increase. Daniel Vedral (M); Kelly Porter (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris congratulated Ceason Clemens, P.E. and the Dallas District with Texas Department of Transportation on the ribbon cutting for 35 E Southern Gateway Project and the groundbreaking for the Southeast Connector, as well as the Fort Worth District - \$1.6 billion on its way to \$2 billion – total construction of the 8 lanes on SH 820. He announced the Texas Department of Transportation (TxDOT) Awards to Dan Perge, P.E.; Tamelia Spillman; and Walter R. “Ray” Fisher III, P.E. He highlighted that he and Lance Simmons (both being Co-Chairs of the Statewide Task Force) had the pleasure of being invited to attend Texas Transportation Commissioner Laura Ryan’s meeting and shared Commissioner Ryan’s praise for the

region. In Electronic Item 7.1, Michael flagged that the Clean Cities team recognized several agencies as part of the Dallas Fort Worth (DFW) Clean Cities Annual Fleet Recognition Awards. In addition, he noted the partnership with the Medal of Honor – Museum Partnership Program, Leadership Institute. He provided an overview of the Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery, details provided in Electronic Item 7.2. He briefed the Committee on the letter for Status of Conformity Determination - Potential Lapse Grace Period with more detail provided in Electronic Item 7.3.

8. **Revised Regional Transportation Council Bylaws:** Ken Kirkpatrick provided a briefing on the recent revisions to the Regional Transportation Council's (RTC) Bylaws and Operating Procedures. The Regional Transportation Council approved revisions to its Bylaws and Operating Procedures at its November 10, 2022, meeting. Included in the updated Bylaws are the addition of 13 new cities over 5,000 in population; an additional seat for the City of Fort Worth which leads to a complete roster of 45 members; the addition of language related to county/city group member appointments, including mandatory rotation; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. For the appointees, in county/city groups, it will require mandatory rotation of the primary seat and in county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by the county. Bylaws Subcommittee recommendations for perimeter county/city cluster seats will require mandatory rotation of the seat between the counties, roughly proportional to population, measured over a 10-year period. The two timeframes for perimeter county rotation are on a 70/30 basis for Johnson/Hood Counties (eligible member cities: Burleson, Cleburne), and Parker/Wise Counties (eligible city: Weatherford); rotation on a 50/50 basis: Ellis/Kaufman Counties (eligible cities: Midlothian, Waxahachie), Rockwall/Hunt Counties (eligible cities: Greenville, Rockwall), and if a city is appointed, the location of the city is used to determine whether rotation requirement is met. Approval by the Regional Transportation Council also included direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group. Details were provided in Electronic Item 8.
9. **Walk To School Day Promotion 2022:** Shawn Conrad provided the Committee an overview of North Central Texas Council of Governments (NCTCOG) 2022 Walk to School Day promotional efforts and the results of the events held at participating schools. Walk to School Day is a national event where students from across the nation walk to school on the same day. Community presence on the streets reminds us to help create calm, safe routes to school for students to walk and bicycle. This year, Walk to School Day was held on October 12, it's typically held the first Wednesday of October but was postponed due to Yom Kippur holiday. Statistics show that students that walk or bike to school show up more alert and ready to learn. The event spotlights the benefits of active transportation to school, as well as the importance of safety on our roadways for our communities. NCTCOG provided safety-related prizes and promotional items to schools to generate excitement and incentivize participation for numerous schools in the region. The Dallas-Fort Worth region accounted for over half of the registered Walk to School Day events in the State of Texas. Staff encouraged everyone to save the date for next year's Walk to School Day: Wednesday, October 4, 2023. Event preparation will begin in Spring 2023. To be added to the Walk to School Day 2023 mailing list an interest form can be completed at

www.nctcog.org/WalkToSchool. Full summary of the 2022 events will be released later this year. Additional information was included in Electronic Item 9.

10. **Parking Management Resources:** Travis Liska introduced available resources that can assist local governments with managing parking challenges and requested feedback on future technical tools and information that is needed. Strategic management of new and existing parking can help improve transportation and land use outcomes. Excessive parking can undermine strategic transportation objectives and system performance. Additionally, a lack of consideration for parking management may result in excessive public spending on parking oversupply. Many tools and strategies can address more efficient management of existing and new parking facilities. North Central Texas Council of Governments (NCTCOG's) parking management program seeks to inform North Texas local governments on parking management. The program has developed several parking managements tools and resources for the region, including a parking management toolbox, best practices in district management, and curb management guide. These are available at www.NCTCOG.org/Parking. Mobility 2045 goals include travel efficiency measures and system enhancements targeted at congestion reduction and encourages livable communities which support sustainability and economic vitality. Mobility 2045 emphasizes the relationship between land use and transportation, an important strategy in improving operational efficiency as the region continues to develop. SDO2-001: land use-transportation connections program addressed land use-transportation connections by utilizing parking management strategies and innovative parking technologies. The Regional Transportation Council (RTC) Parking Garage funding policy was approved in August 2022. As part of the policy the RTC directs NCTCOG staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including, but not limited to provide gap funding, advancing safety, support technology solutions and/or economic development, support special event use or location needs, significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions, supports transit operation, and provides environmental, air quality, and/or equity benefits. With regional growth expected to be 11.4 million by 2045, there wouldn't be as many challenges. The challenges from unmanaged parking is lost public revenue from excess land used for parking, costly real estate development, less land for housing and other development, congestion and frustration when parking rules, navigation, and wayfinding are difficult. We will need updated information to grow more efficiently. There are possible technical solutions such as communication through district wayfinding/signage, facility wayfinding/signage, mobile applications, and websites. Other possible technical solutions by managing new supply (code) with minimum requirements, maximums, fee-in-lieu of spaces, off-site credits, and shared parking allowances. Managing existing supply with enforcement, restrictions/permits, utilization data monitoring and sharing, monetizing excess supply, future re-use (redevelopment), unbundled parking fees, shared parking agreements, dynamic pricing, district level coordination (parking management/benefit districts). NCTCOG recommends resource guides and tools to support local implementation. The ongoing and upcoming NCTCOG resources, parking technology applications guide, regional database, case studies, and best practices (Local and National). Staff encouraged members to respond with feedback on this topic via an upcoming survey scheduled to be emailed the week following the meeting. Electronic Item 10 contained additional details.
11. **End of 2022 Ozone Season:** Jenny Narvaez provided a summary of the 2022 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is March 1 to November 30. The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for both the

2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Ongoing and additional efforts for emission reduction programs include the Management and Operations (M&O), Air Quality, and Safety Program; Federal Performance Measures (PM3) CMAQ Targets; and Appendix H: Weight of Evidence (Voluntary Measures). The Texas Emission Reduction Plan (TERP) – Diesel Retrofit Program and fraudulent paper registration tags and vehicle emissions inspections are items that are contained in the RTC Legislative Agenda for Air Quality Programs. Staff has been tracking the exceedance days at each monitor and provided a summary of the 2022 ozone season data for the North Central Texas 9- and 10-county nonattainment areas compared against previous ozone seasons, and also provided a snapshot for the 2023 ozone season in Electronic Item 11.

12. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Martin Bate provided updates on the Map Your Experience 2022 Insights. Details can be found at (www.nctcog.org/mapyourexperience). He also provided an update on the Certification of Emerging and Reliable Transportation Technology Program. Proposals were released on December 2, 2022, to the technology providers and NCTCOG staff is available to provide technical assistance. Round 2 will be presented for consideration in the upcoming months. More information was provided in Electronic Item 12.1.

Ezra Pratt highlighted that North Central Texas Council of Governments staff is working on two regional planning implementation studies. Each study will provide an analysis recommendation for the implementation of transit in their respective areas in the region not currently served by a transportation authority. Two upcoming Transit Studies Project Advisory Committee meetings are scheduled: Denton County Transit Authority will be held on January 10, 2023, and the Eastern Dallas, Kaufman, and Rockwall Counties transit studies will be held on January 19, 2023. For more information on upcoming meetings, please visit the website at www.nctcog.org/transitstudies.

Amy Johnson announced that the Metropolitan Transportation Plan Policy Bundle: Round 5 is expected to open its application window early next year. Additional details and sign up for emails can be found at www.nctcog.org/policybundle.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, www.nctcog.org/aqfunding, which is updated with air quality funding opportunities for available vehicles and programs. Currently open are the North Texas Clean Diesel project, the next application round closes January 13, 2023, and the Federal Plugin Watching People Drive Tax Credit, open until January 1, 2023, with up to a 7,500-tax credit.

Jared Wright noted NCTCOG submitted comments to the Federal Highway Administration (FHWA) Buy America Notice of Proposed Waiver for Electric Vehicles charges. The FHWA Waiver was released on August 31, 2022, and NCTCOG submitted comments on September 30, 2022. Review of comments can be found in Electronic Item 12.2.

Savana Nance highlighted upcoming Dallas-Fort Worth Clean Cities events. The first event, Electric Vehicle Readiness Round Table with Smart Charge America, is scheduled for December 8, 2022. Registration and more details are on the website at <https://www.dfwcleancities.org/events>.

Trey Pope highlighted the Local Clean Air Project Spotlight on Romark Logistics. Romark Logistics was awarded two electric powered terminal tractors (yard trucks) with 100 percent

NOx emissions reduction at location. The technology replaced two diesel engine powered tractors that were funded in the amount of \$288,914 by the Environmental Protection Agency National Clean Diesel Funding Assistance Program. Additional information was provided in Electronic Item 12.3.

Jackie Castillo mentioned that an online opportunity was held on Monday, October 10, 2022, through November 8, 2022, for Car Care Awareness: Community Partnerships and Service Providers and Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program. Comments collected were provided in Electronic Item 12.4.

Jackie Castillo also mentioned that the North Central Texas Council of Governments (NCTCOG) will host a public meeting on December 12, 2022, in the NCTCOG Offices. Presentation topics at the meeting include a Map Your Experience 2022 Insights Report, DFW High-Speed Transportation Connections Study Update, Conformity Lapse Grace Period, and DFW Clean Cities Fleet Recognition and Annual Survey Results. Proposed Modifications to the List of Funded Projects is also scheduled for online review and comment but no presentation will be provided. The December Public Meeting Notice was provided in Electronic Item 12.5.

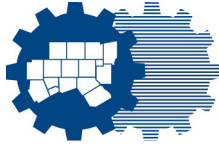
Taylor Benjamin noted that the Public Comments Report, which contains general public comments received from September 20 through October 19, 2022, was provided in Electronic Item 12.6.

Partner Progress Reports were provided in Electronic Item 12.7.

13. **Other Business (Old or New)**: There was no discussion on this item.

14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 27, 2023.

Meeting adjourned at 3:04 PM.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee DATE: January 20, 2023

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the fifth set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are a project update, two funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The intent to reference these RTC-approved FY2024 through FY2026 projects in the UPWP is to aid in the federal review of the TIP. The proposed modifications will be posted on the NCTCOG website for public review and comment as part of the February 2023 public outreach opportunity.

The following modification affects an existing project for which text updates or financial adjustments are being proposed:

- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (add \$50,000 State Planning and Research funds to inventory and coordinate safety activities across the region and provide a report on implemented activities to the Texas Department of Transportation)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 3.03 Air Quality Management and Operations – Regional Energy Management (add \$100,000 Department of Energy funds and \$20,000 Regional Transportation Council Local funds to reflect receipt of a grant award to continue work activities)

- X. NCTCOG Planning and Implementation Activities Beyond the FY2022 and FY2023 Unified Planning Work Program (add new chapter to reflect projects for FY2024 through FY2026 approved in the Transportation Improvement Program by the Regional Transportation Council)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #5 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

5.08 Roadway and Railroad Safety

This subtask is ongoing throughout FY2022 and FY2023, supporting planning efforts to develop safety policies, programs, and projects.

Transportation Safety Planning

Transportation Planning Funds

Staff coordinates with the Regional Safety Advisory Committee, the Texas Department of Transportation (TxDOT), Texas Department of Public Safety, Federal Highway Administration, local governments, and other partners to develop strategies for regional safety planning efforts, data collection, and analysis. These partners also assist in developing policies, programs, and projects to improve safety related to the transportation system. Anticipated products include:

- Collection, processing, maintenance, and analysis of regional safety data, including crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, and hazardous material spill data from the National Response Center;
- Regional Safety Information System implementation and assessment activities;
- Monitoring and promotion of the implementation of regional intersection improvements outlined in NCTCOG's Intersection Safety Implementation Plan (ISIP) and the Texas ISIP;
- Regional and federal safety performance measure tracking and reporting activities;
- Safety-related education and training courses for member agencies, which may include, but not be limited to, Vision Zero Plan Development, Highway Safety Manual, Employer Traffic Safety Program, National Highway Traffic Safety Administration courses, and National Safety Council training courses;
- Coordination of regional Wrong-Way Driving Mitigation Program and mitigation strategies; and
- Coordination efforts for the Regional Safety Advisory Committee.

Other Funding Sources

Surface Transportation Block Grant Program funds, **State Planning and Research funds**, local funds, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Development and implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign and development of a Drive Aware North Texas website;
- Regional Roadway Safety Plan development activities;
- Development and maintenance of an inventory of safety strategies and countermeasures included in Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; **and**
- Systemic safety improvement funding program activities; **and**.

- Inventory and coordination of safety activities across the region and provision of an annual update of implemented activities to the Texas Department of Transportation that includes performance measures, coordination and outreach, work plan and priorities, achievements, and next steps.

X. NCTCOG Planning and Implementation Activities Beyond the FY2022 and FY2023 Unified Planning Work Program

The following table reflects planning and implementation projects that have been approved by the Regional Transportation Council for FY2024 through FY2026. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2023-2026 Transportation Improvement Program. The FY2023 and FY2024 Unified Planning Work Program covers the period of October 1, 2021, through September 30, 2023. Initiation of the projects in the table below falls outside the timeframe of this Work Program and are being shown here to reflect NCTCOG's commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2024 - FY2026 Projects Approved by the Regional Transportation Council for inclusion in the Transportation Improvement Program

TIP Code	Project Description	Funding Source	Match Source	Total
11622.4	Travel survey, data collection, model refinement program: to provide travel information used to create analytical tools for all planning, air quality, and management projects in the MPA; analysis of transit performance in real time and forecast future ridership amongst the three major transit agencies; inclusion of nonmotorized trips in the regional travel model; development of dynamic traffic assignment model for roadway network analysis; conduct travel surveys and intersection operational analyses	STBG	TDCs	\$7,960,000
16000	Input/output economic model: software to provide analysis for demographic forecasting, scenario analysis, and transportation project evaluation; technical support for complex interactions among transportation behaviors and provide connectivity between transportation investment and economic effect	STBG	TDCs	\$1,500,000

TIP Code	Project Description	Funding Source	Match Source	Total
11655.2	Revenue and project tracking system (RAPTS): track, monitor, and assess regional transportation and air quality projects through the RAPTS website; includes software development and NCTCOG staff time	STBG	TDCs	\$1,316,000
11694.1	Regional air quality initiatives: identify and implement initiatives to improve air quality and attain federal standards, including strategies to support increased adoption of zero-emission and other low-emission vehicles, implementation and evaluation of new emissions-reducing transportation technologies, development of regional resources to advance emissions-reducing efforts, and coordination efforts across local stakeholders	STBG	TDCs	\$9,300,000
16001	Regional scrap tire abatement program development and implementation: scrap tire public educ, outreach, and awareness campaign; provide tech support to local govts, incl ordinance & model creation to inc regulation and enforcement; database for abandoned tire locations, haulers, dealerships, & end users in the region; identify & impl additional policies for regional improvement; assist local govts, businesses & citizens in proj & program impl; further research into existing & potential end uses to incl local scrap tire utilization as a resource; collection events	STBG	TDCs	\$790,000
11615.4	Regional geospatial imagery: data collection/planning; data collection/planning cooperative digital aerial photography data collection to improve travel demand model, and corridor alignment planning, and track population/employment changes, and support various additional analytical transportation planning activities	STBG	State	\$2,300,000
16002	McKinney line passenger rail study; from Parker Road Station in Plano to McKinney North; McKinney line passenger rail conceptual engineering study including alternative route analysis and funding options; includes consultant and NCTCOG staff time	STBG	TDCs	\$1,000,000
16003	Mansfield line passenger rail study; from Midlothian to Fort Worth Central Station; Mansfield line passenger rail conceptual engineering study, including alternative route analysis and funding options; includes consultant and NCTCOG staff time	STBG	TDCs	\$1,000,000
11554.2	People mover test track: including analysis of various technologies and alignment options for warranted people mover locations in the DFW region and connect those locations to existing regional transportation networks; includes Plano Legacy Area autonomous transportation system	STBG	TDCs	\$375,000
16004	Northwest and Southwest Fort Worth subarea studies; Northwest study: bounded by US 377 to W, SH 114 to N, FM 730 to W, and IH 820 to S; Southwest study: IH 20/IH 820 to N, FM 1187 to W, US 377 to S, and Chisholm Trail to E; develop subregional transportation plans to identify needed improvements and establish a multimodal transportation network with additional focus areas on land-use, safety, and congestion; areas outside this study area will also be included as they impact travel within the area; includes consultant and NCTCOG staff time	STBG	TDCs	\$1,100,000

TIP Code	Project Description	Funding Source	Match Source	Total
16005	Southwest Airlines surface transportation planning study; Stemmons Freeway to Dallas North Tollway; study to evaluate improvement to existing roadway and transit options to maximize accessibility to Love Field Airport now and in the future	STBG	TDCs	\$75,000
16006	Environmental impact statement coordination on regional projects; provide technical, planning, engineering, and environmental assistance to transportation agencies and the RTC to advance corridors identified for improvement in, or being evaluated for, the Metropolitan Transportation Plan (MTP); provide support to advance regional projects through the environmental process; facilitate coordination meetings that monitor and ensure the continued progress of environmental document completion	STBG	TDCs	\$400,000
11613.3	Regional goods movement/corridor studies: conduct general corridor studies, planning, and implementation activities in support of the region's good movmnt incl; NCTCOG staff time & consultant assistance to assess impact of truck, rail, & other freight; movmnt, data collection & analysis, safety, coord with private sector partners in freight business; monitoring truck lane corridors, HazMat, econ analysis, land use compatibility, passenger & freight rail integration, public outreach/education, and oversight of partner implementation projects	STBG	TDCs	\$5,200,000
11650.1	Transportation technical support; technical assistance for developing, monitoring, environmentally approving, and implementing corridor studies/projects according to capital asset management principles	STBG	TDCs	\$2,660,000
11633.4	M&O – Program oversight coordination and compliance, including department streamlining initiatives, procurement (education, outreach w/ potential bidders, incl web updates), contract mgmt; enhancement of resources & compliance w/ Buy America & DBE prgm (incl outreach to vendors, and development of partnership w/ regional & state cert agencies), & legal (coordination of RTC policies, evaluation, development, regulation of legal instruments to implement MPO projects)	STBG	TDCs	\$445,000
11647.2	Land use/transportation and bike/pedestrian initiatives includes bicycle/pedestrian planning, transit-oriented development, regional pedestrian safety program, implementation of sustainable development initiatives, regional wayfinding, and ADA compliance; includes NCTCOG staff time and possible consultant assistance to develop and implement funding programs, collect and analyze data; school siting/land use connections, safe routes to school, safety and education	STBG	TDCs	\$6,940,000
11692.1	Regional parking management tools & strategies program; conduct data collection and/or planning to develop and implement data driven tools and strategies to support public sector in management of parking at multimodal locations	STBG	TDCs	\$550,000

TIP Code	Project Description	Funding Source	Match Source	Total
14038.2	Management and oversight of regional safety program; including regional data tools and analysis, traffic incident management, Drive Aware North Texas safety campaign, strategic targeting of aggressive driving and road rage, includes consultant, NCTCOG staff time, and equipment	STBG	TDCs	\$14,565,000
11663.2	Entire managed lane system; develop, test, & implement technology to detect & verify auto occupancy on regional managed lane system including public outreach, education, & integration into existing tolling software/hardware; project involves consultant assistance & NCTCOG staff time	STBG	TDCs	\$5,661,000
16007	Special events management; including measures such as extended transit service for events, staging of tow trucks to clear incidents quickly, clearing roadways quickly after incidents, etc. to reduce congestion during special events; includes NCTCOG staff time	STBG	TDCs	\$1,550,000
11691.1	Implement and operate traveler information system; develop concept of operations and deployment of trans sys management and operations data engine to improve operational efficiency on the region's transp network by integrating data sources incl regional traffic management and traveler information sys; ITS data updates and compliance; coordination with regional partners on information sharing and agreement tracking; administration of mobility assistance patrol; includes NCTCOG staff time	STBG	TDCs	\$7,099,000
11616.1	Regional traffic signal retiming project; develop and implement traffic signal coordination in the DFW non-attainment area; includes improving signal operation and progression through traffic signal retiming, equipment and implementation, and evaluation of the resultant improvements; includes NCTCOG staff time and consultant assistance	CMAQ	State/Local	\$8,870,000
11612.3	Region-wide Employer Trip Reduction Program (ETR); track and implement ETR strategies through commuter/employer outreach; management/oversight of tryparkingit.com; performance monitoring/reporting; maintain/update the TDM toolkit, trip reduction manual for employers, outreach materials; managed lane reimbursement; includes NCTCOG staff time and consultant assistance	STBG	TDCs	\$3,929,800
11657.2	M&O – air quality public education and outreach program; implement strategic communication efforts to educate and inform the region on transportation and air quality related issues, including strategies for improvement, funding opportunities, training initiatives, and new programs/policies; major efforts will focus on transportation and air quality, public outreach, education, and engagement programs	CMAQ STBG	TDCs TDCs	\$3,025,000 \$3,025,000
11699	Regional vanpool program for eastern and western subregion; operate vanpool subsidy initiative for commuters traveling long distances and in areas with little or no fixed-route service; includes cost of vehicle leasing and part of administrative costs	STBG	TDCs	\$3,600,000

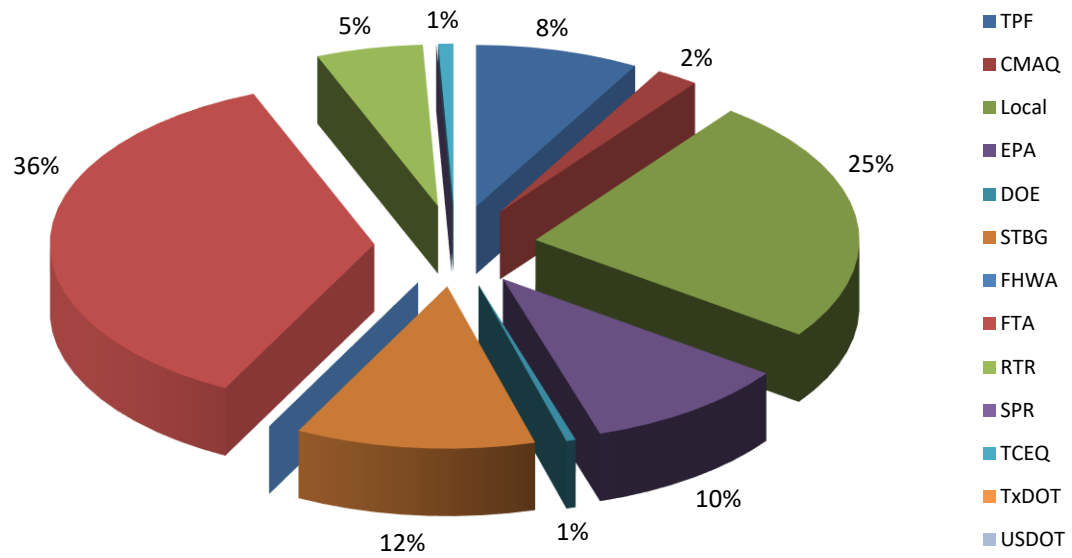
TIP Code	Project Description	Funding Source	Match Source	Total
14014	McKinney Avenue Transit Authority M-Line extension from Uptown to Knox-Henderson neighborhood; conduct a study to recommend alignments & stops, eval the cost of impl, operation, & maintenance, provide tech assist producing ridership est & prelim env analysis, ID potential funding, & develop timeline; incl NCTCOG staff time & may incl consultant asst	STBG	TDCs	\$600,000
16008	Technology and Innovation 3.0; staff support for future projects focused on improving regional broadband access for transportation uses, coordinating and supporting emerging mobility technology deployments and connected vehicle/infrastructure improvements; supporting workforce development and research initiatives; and managing administrative tasks to facilitate projects	STBG	TDCs	\$10,400,000
20160	Conduct study to review accessibility of transit service, especially for individuals with disabilities, and identify needed system enhancements; includes NCTCOG staff time and consultant assistance	RTR	----	\$500,000
			Subtotal	\$105,735,800

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,906,700			
		\$1,183,300	RTR	
		\$976,200	STBG	
Subtotal				\$5,066,200
3.02	\$1,297,200			
		\$270,000	TCEQ	
Subtotal				\$1,567,200
3.03				
		\$1,530,600	CMAQ	
		\$341,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,300,279	Local	
		\$5,824,000	STBG	
		\$275,000	TCEQ	
Subtotal				\$31,685,929
3.04	\$1,704,900			
		\$976,600	FTA	
		\$816,800	STBG	
Subtotal				\$3,498,300
3.05				
		\$25,256,050	FTA	
		\$1,459,400	Local	
		\$2,659,000	RTR	
		\$1,000,000	STBG	
Subtotal				\$30,374,450
Total	\$5,908,800	\$66,283,279		\$72,192,079

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,366,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
Subtotal				\$20,698,800
5.02	\$1,314,600			
		\$149,000	RTR	
Subtotal				\$1,463,600
5.03	\$904,200			
		\$19,708	CMAQ	
		\$467,000	FTA	
		\$730,009	Local	
		\$19,708	RTR	
		\$7,626,200	STBG	
		\$78,375	USDOT	
Subtotal				\$9,845,200
5.04	\$203,700			
		\$222,200	STBG	
Subtotal				\$425,900
5.05	\$1,317,800			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$653,000	RTR	
		\$10,044,100	STBG	
		\$1,776,300	TXDOT	
Subtotal				\$28,288,780
5.06	\$387,800			
		\$2,008,000	Local	
		\$8,226,900	STBG	
		\$1,297,000	FTA	
Subtotal				\$11,919,700
5.07	\$65,000			
Subtotal				\$65,000
5.08	\$642,800			
		\$15,800	Local	
		\$50,000	SPR	
		\$1,532,300	STBG	
Subtotal				\$2,240,900

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$260,600			
		\$819,400	Local	
Subtotal				\$1,080,000
5.10	\$193,000			
		\$1,171,100	DOD	
		\$556,500	Local	
Subtotal				\$1,920,600
5.11	\$606,400			
		\$386,600	Local	
		\$20,378,800	STBG	
		\$1,036,600	TXDOT	
Subtotal				\$22,408,400
5.12				
		\$472,800	Local	
Subtotal				\$472,800
5.13				
		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$7,262,300	\$96,063,380		\$103,325,680

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

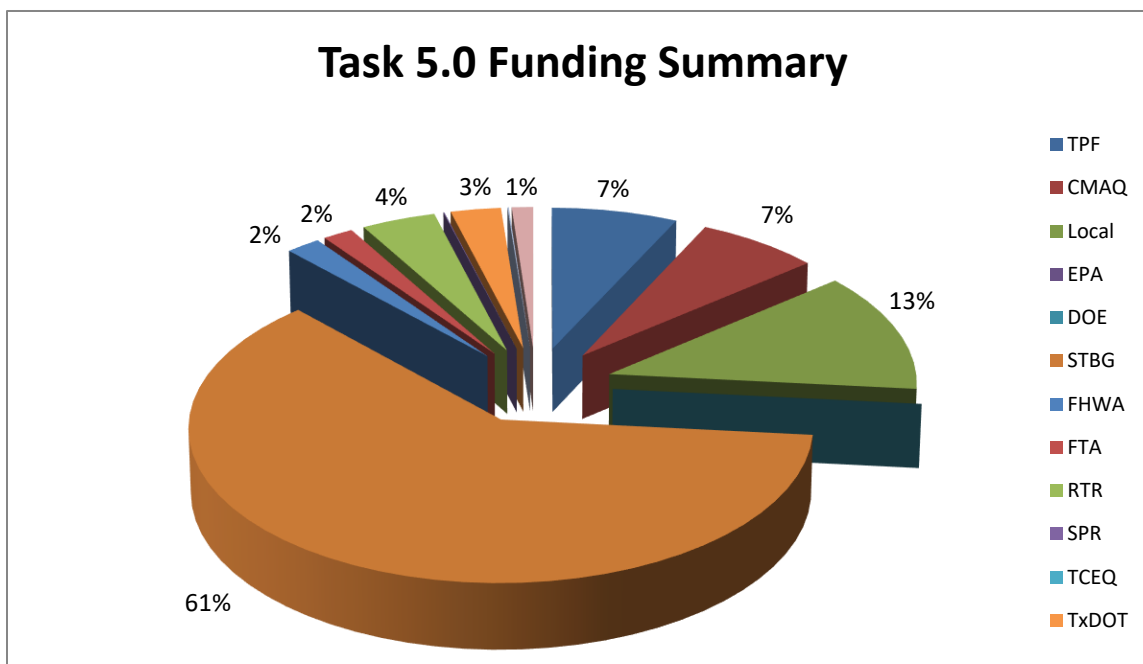


EXHIBIT VIII-4
FY2022 AND FY2023 UPWP FUNDING SUMMARY

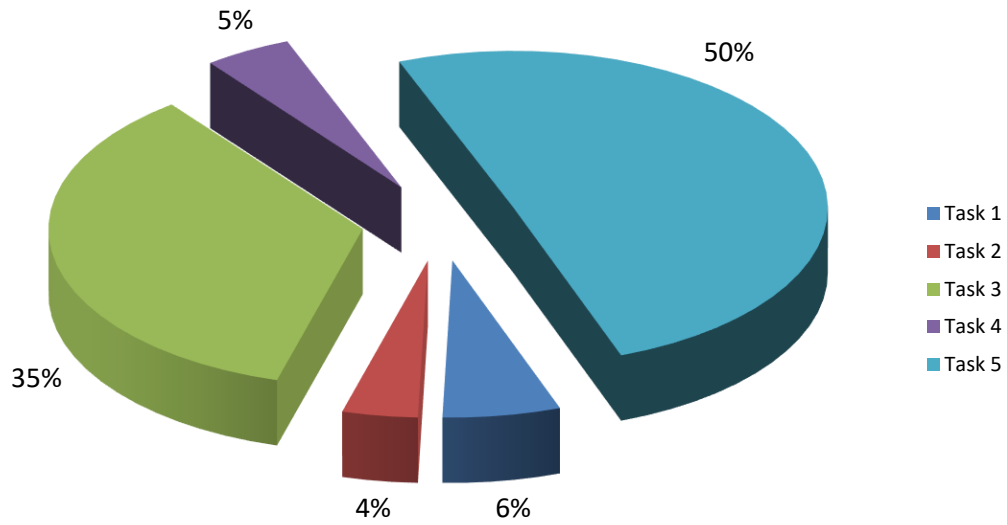
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF ¹	\$6,336,050	\$3,779,100	\$5,908,800	\$3,986,800	\$7,262,300	\$27,273,050
CMAQ	\$2,979,900	\$0	\$1,530,600	\$0	\$7,113,108	\$11,623,608
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$341,500	\$0	\$0	\$341,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$26,232,650	\$270,000	\$1,764,000	\$28,266,650
Local	\$510,200	\$373,000	\$17,759,679	\$688,810	\$13,067,689	\$32,399,378
NCTCOG						
Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$3,842,300	\$814,600	\$4,276,708	\$9,278,908
SPR	\$0	\$0	\$0	\$0	\$50,000	\$50,000
STBG	\$1,793,700	\$3,742,500	\$8,617,000	\$3,460,000	\$63,605,900	\$81,219,100
TCEQ	\$0	\$0	\$545,000	\$0	\$0	\$545,000
TxDOT	\$320,350	\$79,800	\$0	\$0	\$2,886,500	\$3,286,650
USDOT	\$0	\$0	\$0	\$0	\$78,375	\$78,375
Subtotal	\$12,429,300	\$7,974,400	\$72,192,079	\$9,220,210	\$103,325,680	\$205,141,669

¹ Transportation Planning Funds (TPF) includes both FHA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

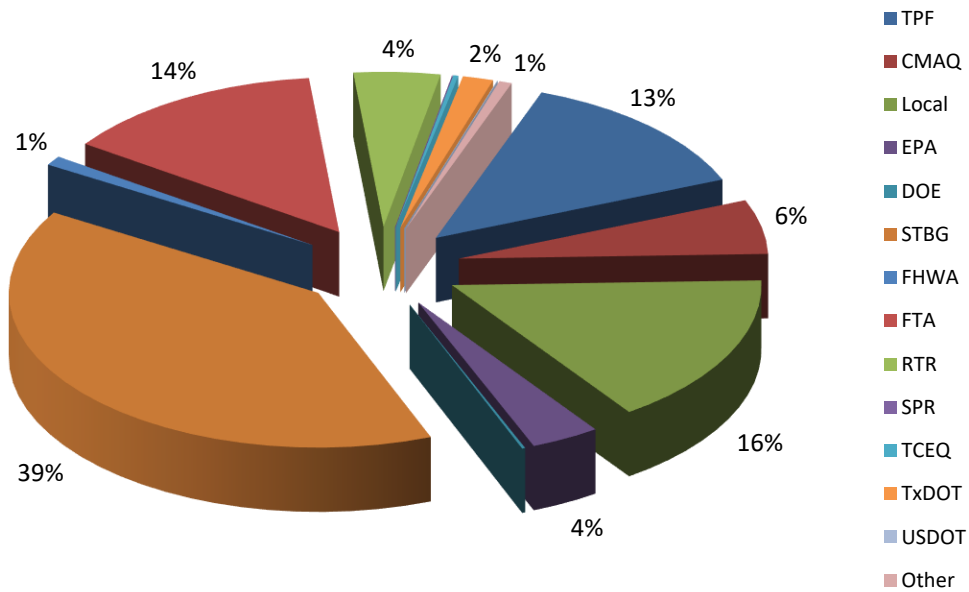
Combined Transportation Planning Funds ²	\$24,335,529.00
Estimated Unexpended Carryover	\$4,719,097.00
TOTAL TPF	\$29,054,626.00

² Estimate based on prior years' authorizations.

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2022 and FY2023 Unified Planning Work Program

**Surface Transportation Technical Committee
January 27, 2023**

**Transportation Department
North Central Texas Council of Governments**

Total Programming Increase in Other Funding Sources

UPWP Project	Funding Source	Additional UPWP Funding
Transportation Safety Planning	SPR - \$50,000	\$50,000
Regional Energy Management	DOE - \$100,000 RTC Local - \$20,000	\$120,000
Total Increase		\$170,000

Modification Schedule

January 27

Action by Surface Transportation Technical Committee

February 6

Initiation of Public Outreach

February 9

Action by Regional Transportation Council

February 23

Action by NCTCOG Executive Board

February 24

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

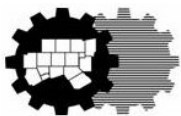
Unified Planning Work Program

Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>



NCTCOG PRESENTATION

FISCAL YEAR 2023 EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES: PHASE TWO

MINDY MIZE | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 1.27.2023

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



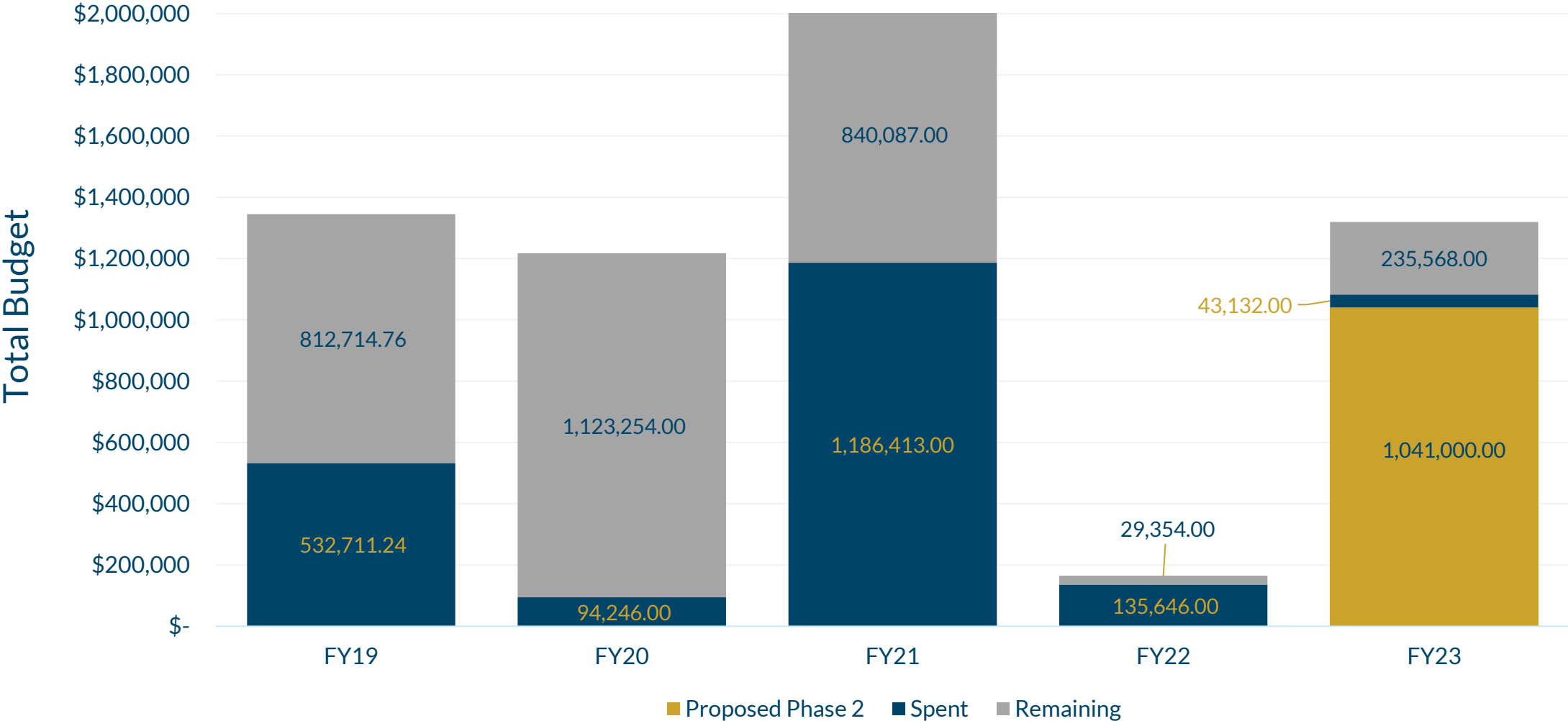
EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets



EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2019-2023



EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY– TRY PARKING IT

Goal: Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

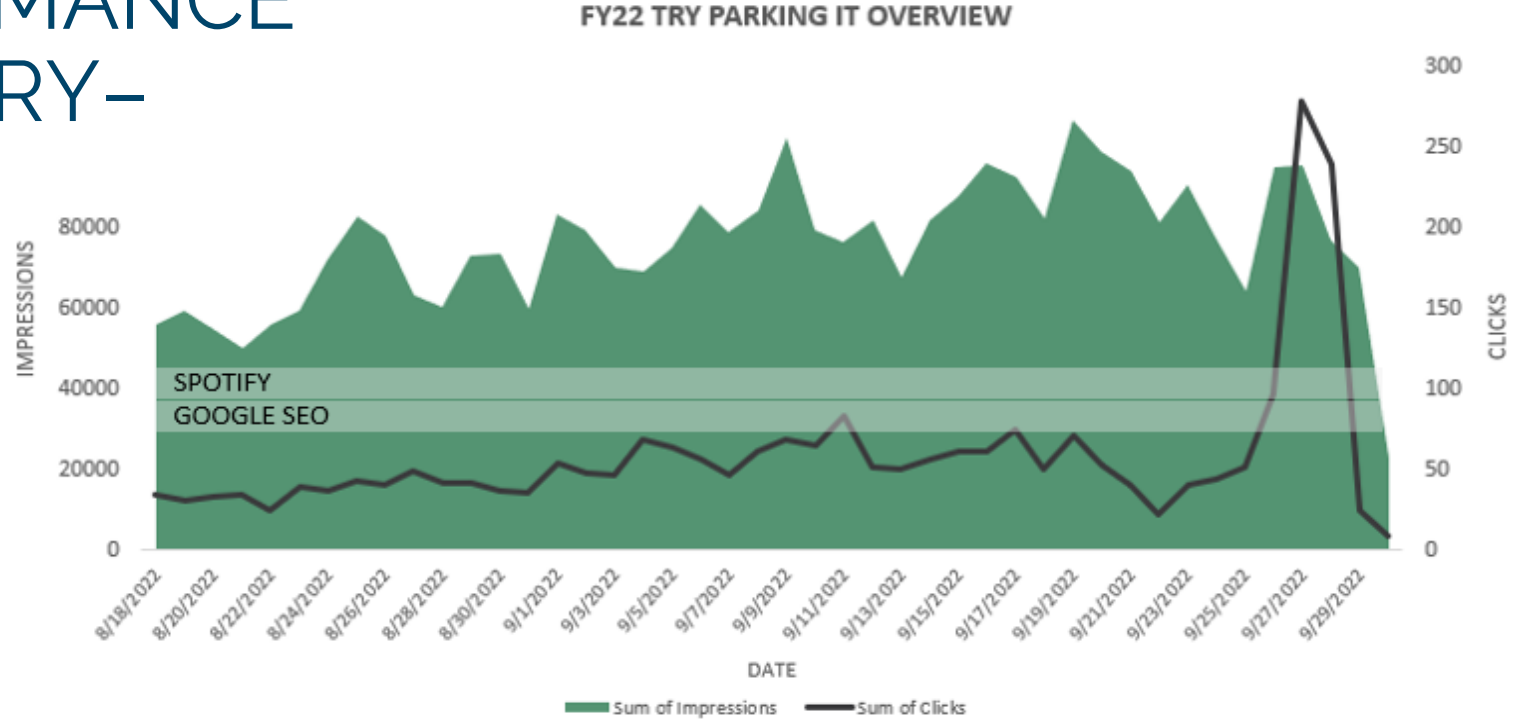
Strategy & Audience Breakdown:

Commuters (drivers and passengers) in North Texas ages 18 and up.

Future Recommendations:

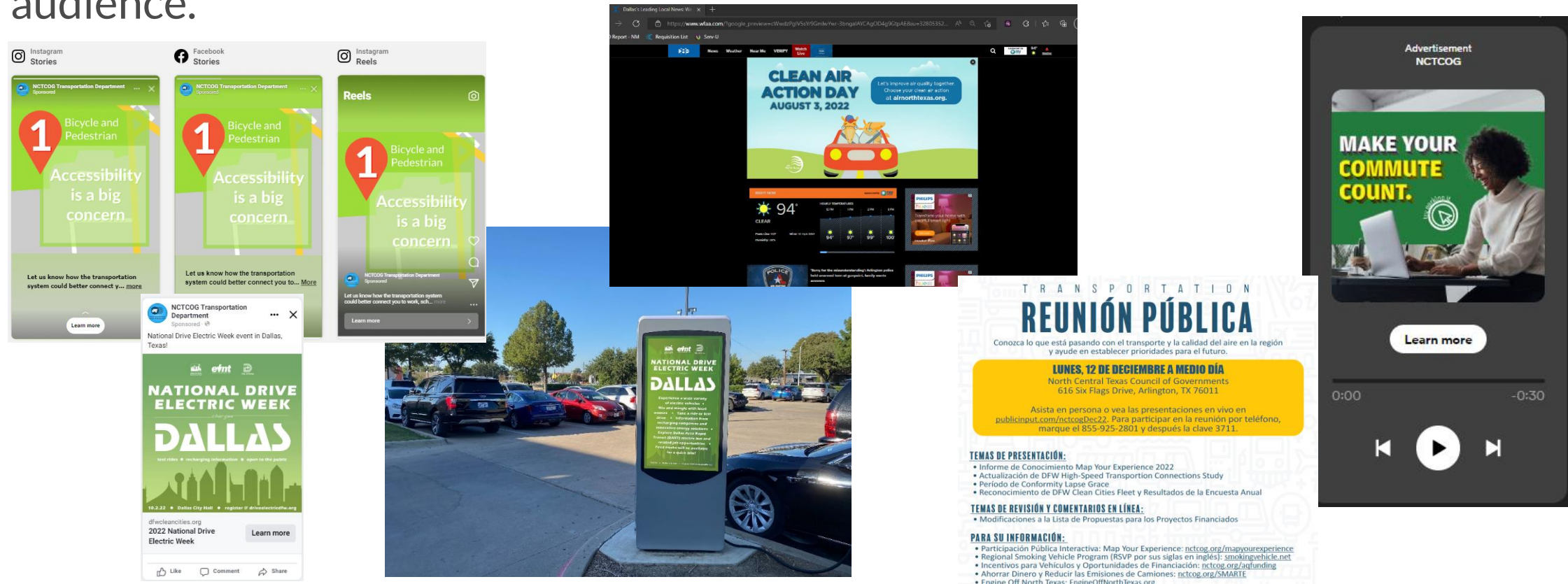
- Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
- Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign.
- Research opportunities for additional languages to promote Try Parking It.
- Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

FY22 Budget: \$30,000



EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



Endorsement Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase Two

TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Fiscal Year (FY) 2023 Educational Campaign for Transportation Initiatives: Phase 1 was approved by STTC, RTC, and Executive Board in November and December 2022.

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2023 - Phase 1					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/RTC Local	\$ 78,700	TDCs	15,740	\$ 78,700
Congestion Management Program (Try Parking It)	STBG	\$ 200,000	TDCs	40,000	\$ 200,000
OVERALL TOTAL		\$ 278,700		55,740	\$ 278,700



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2023 - Phase 2					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Car Care Awareness	STBG	\$ 15,000	TDCs	3,000	\$ 15,000
Drive Aware North Texas	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Engine Off North Texas	STBG	\$ 21,000	TDCs	4,200	\$ 21,000
Freight North Texas	STBG	\$ 150,000	TDCs	30,000	\$ 150,000
HOV 2+ Incentive Program (GoCarma)	STBG	\$ 160,000	TxDOT	\$ 40,000	\$ 200,000
Know Before You Fly	RTC Local	\$ 10,000	NA	0	\$ 10,000
National Drive Electric Week	STBG	\$ 10,000	TDCs	2,000	\$ 10,000
Ozone Season Emissions Reduction Campaign (Air North Texas)	CMAQ	\$ 205,000	TDCs	41,000	\$ 205,000
Report Smoking Vehicles Program	STBG	\$ 15,000	TDCs	3,000	\$ 15,000
Saving Money and Reducing Truck Emissions	STBG	\$ 5,000	TDCs	1,000	\$ 5,000
Transit COVID Recovery Campaign	CMAQ	\$ 100,000	TDCs	20,000	\$ 100,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/L OCAL	\$ 10,000	TDCs/TBD	2,000	\$ 10,000
OVERALL TOTAL		\$ 1,001,000		\$40,000 in cash match and 166,200 in TDCs	\$ 1,041,000

*Flexible Funding for Public Involvement/Notifications Only - Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

Total up to \$1,041,000 to cover paid education campaign expenses for approval. Campaigns in the table above are included in the FY2022 and FY2023 Unified Planning Work Program, which was approved by the RTC and Executive Board.



PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,041,000 for Education Campaigns for Transportation Initiatives that will initiate in FY2023 for Phase 2, such as:

Car Care Awareness

Drive Aware North Texas

Engine Off North Texas

Freight North Texas

HOV 2+ Incentive Program (GoCarma)

Know Before You Fly

National Drive Electric Week

Ozone Season Emissions Reduction Campaign (Air North Texas)

Report Smoking Vehicles Program

Saving Money and Reducing Truck Emissions

Transit COVID Recovery Campaign

Flexible Funding for Public Involvement/Notifications



CONTACT US



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Program Manager

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Hilary Nguyen

Communications Coordinator

hnguyen@nctcog.org | 817-704-5689



HONORARY DIRECTORS

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 President George W. Bush
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Charlotte Jones, Chairman
 Owner, Executive Vice President and
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Chris Cassidy, President and CEO
 National Medal of Honor Museum Foundation

SSG David Bellavia, USA (Ret.)
 Medal of Honor Recipient

MG Patrick Brady, USA (Ret.)
 Medal of Honor Recipient

COL Jack Jacobs, USA (Ret.)
 Medal of Honor Recipient

SOCM (SEAL) Britt Slabinski, USN (Ret.)
 Medal of Honor Recipient

LTC William Swenson, USA
 Medal of Honor Recipient

Debra Burlingame
 9/11 Community Leader

Reed Cordish
 Philanthropist and Partner, The Cordish Companies

Thasunda Brown Duckett
 Chief Executive Officer, TIAA

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Mike Hayes
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Tom Higgins
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Neil Leibman
 Co-Owner and COO
 Texas Rangers Baseball Club
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Joel S. Marcus
 Executive Chairman and Founder
 Alexandria Real Estate Equities
 Alexandria Venture Investments

Brad Meltzer
 Author and Television Host

Doug Parker
 Chairman and Former CEO, American Airlines

Henry (Hill) Ross Perot III
 Vice President, Hillwood

The Honorable Jim Ross
 Mayor, City of Arlington

Chris Sambar
 Executive Vice President – Technology Operations, AT&T

Nicholas Singer
 Founder and Managing Partner, Purchase Capital

Alan Schwartz
 Executive Chairman, Guggenheim Partners

The Honorable Craig R. Stapleton
 Senior Advisor, Stone Point Capital

The Honorable Rex Tillerson
 69th U.S. Secretary of State
 Former CEO, ExxonMobil

Alexander H. Tisch
 President, Loews Hotels & Co.

Jared Weinstein
 Partner, Thrive Capital

The Honorable Jeff Williams, P.E.
 President and CEO, Graham Associates, Inc.

Matt Zames

Ken Burns
 Senior American History Advisor

1717 East Randol Mill Road
 Arlington, Texas 76011
 817-274-1861
 mohmuseum.org
 EIN: 90-090056



NATIONAL
MEDAL of HONOR
 MUSEUM FOUNDATION

National Medal of Honor Museum Foundation
 1717 East Randol Mill Road, Suite #301
 Arlington, TX 76011

December 12, 2022

Mr. Michael Morris
 North Central Texas Council of Governments
 616 Six Flags Drive
 Arlington, TX 76011

Michael,

We are so incredibly appreciative of the support and partnership of the North Texas Council of Governments. The National Medal of Honor Museum will be a wonderful addition to the Arlington entertainment district, and we are very thankful to be part of your vision for smooth transportation and safe access to everything our community can, and will, offer its visitors.

As a continued aspect of our partnership, I am excited to explore possible connections between NCTCOG and the Medal of Honor Institute. We intend to motivate our nation's youth in our Center for Character Excellence and inspire our nation's adult leaders in our Center for Leadership in Action. We are in the process of mapping out our "course catalog", but, as you and I have discussed, there is ample opportunity to create a course or program, inspired by Medal of Honor stories, which would be applicable to NCTCOG and its members. Your partnership means a great deal to us, so I look forward to working with you and your team to develop something lasting and meaningful to our organizations.

On a personal note, I was honored to be your guest at the scenario planning session at the Transportation Research Board in Washington. Your creative mind to blend transportation planning and safety with sports and space travel left the attendees with a different perspective on the important job they do. Well done, sir!

With Appreciation,

Chris Cassidy
 President and CEO
 ccassidy@mohmuseum.org



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

January 12, 2023

Mr. Chris Cassidy
President and CEO
National Medal of Honor Museum Foundation
1717 East Randol Mill Road
Arlington, Texas 76011

Dear Mr. Cassidy:

The Regional Transportation Council (RTC) is the transportation policy body associated with the North Central Texas Council of Governments (NCTCOG) comprised primarily of local elected officials and serves as the metropolitan planning organization policy body for the Dallas-Fort Worth region. The RTC has been and continues to serve as the regional forum for cooperative transportation decisions.


The RTC supports the National Medal of Honor Museum (Museum) and its efforts to develop and foster leadership regionally and nationally through the Medal of Honor Institute (Leadership Institute). To demonstrate its support, on January 12, 2023, the RTC approved a financial contribution of \$1.895 million to the Museum to support the Leadership Institute.

The amount of the financial contribution was developed based on the transportation-related elements for pedestrian access, circulation, and perimeter trees along walkways. The contribution to the Museum may apply towards these elements or where needed should other contributions or donations be received for the transportation components. The RTC funding is a financial contribution, not a reimbursement-based grant.

In recognition of the RTC's contribution, the RTC and NCTCOG would like to partner with the Leadership Institute on behalf of local governments across the Dallas-Fort Worth region to develop and participate in periodic public sector focused leadership forums and seminars to support the Museum's efforts on growing leadership.

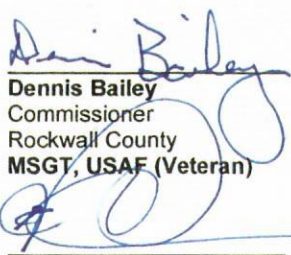
Should you have any questions, please contact Michael Morris, P.E., NCTCOG's Director of Transportation, at (817) 695-9240.

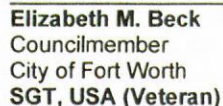
Sincerely,



Duncan Webb, Chair
Regional Transportation Council
Commissioner, Collin County

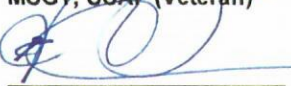
Members of the Regional Transportation Council

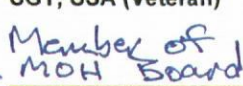

Dennis Bailey
 Commissioner
 Rockwall County
 MSGT, USAF (Veteran)

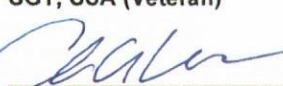

Elizabeth M. Beck
 Councilmember
 City of Fort Worth
 SGT, USA (Veteran)

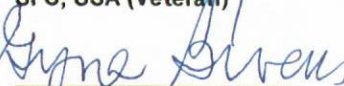

Rick Grady
 Councilmember
 City of Plano
 SGT, USA (Veteran)

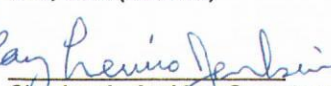

John Keating
 Mayor Pro Tem
 City of Frisco
 SFC, USA (Veteran)

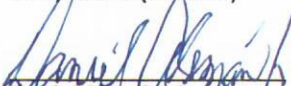

Ed Moore
 Councilmember
 City of Garland
 SP4, USA (Veteran)

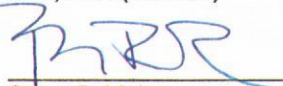

Jim R. Ross
 Mayor
 City of Arlington
 CPL, USMC (Veteran)



Chad West
 Councilmember
 City of Dallas
 CPT, USA (Veteran)

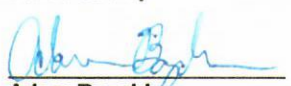

Gyna Bivens, Vice Chair
 Mayor Pro Tem
 City of Fort Worth

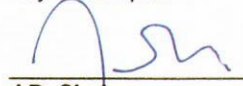

Clay Lewis Jenkins, Secretary
 County Judge
 Dallas County

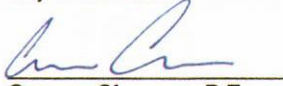

Daniel Aleman Jr.
 Mayor
 City of Mesquite

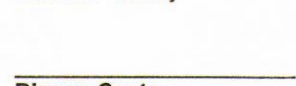

Steve Babick
 Mayor
 City of Carrollton



Rick Bailey
 Commissioner
 Johnson County



Adam Bazaldua
 Councilmember
 City of Dallas


J.D. Clark
 County Judge
 Wise County

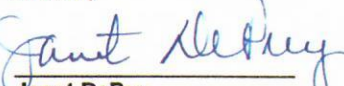

Ceason Clemens, P.E.
 District Engineer
 Texas Department of Transportation,
 Dallas District

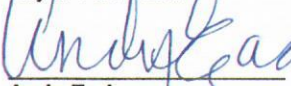

Dianne Costa
 Board Member
 Denton County Transportation
 Authority

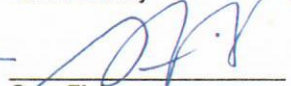

Michael D. Crain
 Councilmember
 City of Fort Worth

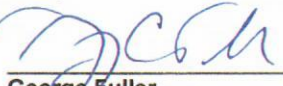

Theresa Daniel, Ph.D.
 Commissioner
 Dallas County

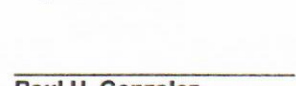

Jeff Davis
 Chair
 Trinity Metro

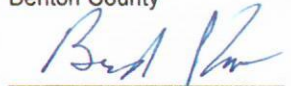

Janet DePuy
 Mayor Pro Tem
 City of Richardson

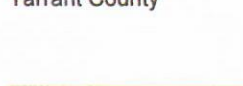

Andy Eads
 County Judge
 Denton County

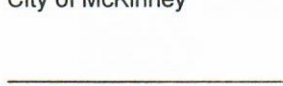

Gary Fickes
 Commissioner
 Tarrant County



George Fuller
 Mayor
 City of McKinney

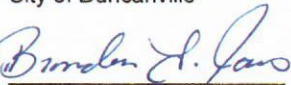

Raul H. Gonzalez
 Councilmember
 City of Arlington



Barry L. Gordon
 Mayor
 City of Duncanville

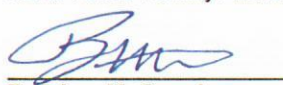

Lane Grayson
 Commissioner
 Ellis County

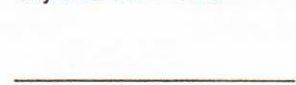

Moji Haddad
 Board Member
 North Texas Tollway Authority



Ron Jensen
 Mayor
 City of Grand Prairie



Brandon Jones
 Mayor Pro Tem
 City of Lewisville



Brad LaMorgese
 Councilmember
 City of Irving



B. Adam McGough
 Councilmember
 City of Dallas


William Meadows
 Board Member
 Dallas Fort Worth International
 Airport



Cara Mendelsohn
 Councilmember
 City of Dallas



Omar Narvaez
 Deputy Mayor Pro Tem
 City of Dallas

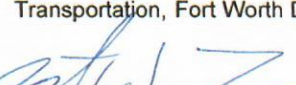

Manny Ramirez
 Commissioner
 Tarrant County



David Salazar, P.E.
 District Engineer
 Texas Department of
 Transportation, Fort Worth District

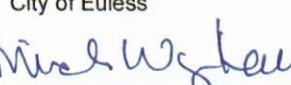

Chris Schulmeister
 Councilmember
 City of Allen


Jeremy Tompkins
 Councilmember
 City of Euless


T. Oscar Trevino Jr., P.E.
 Mayor
 City of North Richland Hills


William Tsao, P.E.
 Citizen Representative
 City of Dallas


Chris Watts
 Councilmember
 City of Denton


Michele Wong Krause
 Chair
 Dallas Area Rapid Transit

Endorsement of National Medal of Honor Museum Partnership Program: Leadership Institute

Michael Morris
Surface Transportation Technical Committee
January 27, 2023

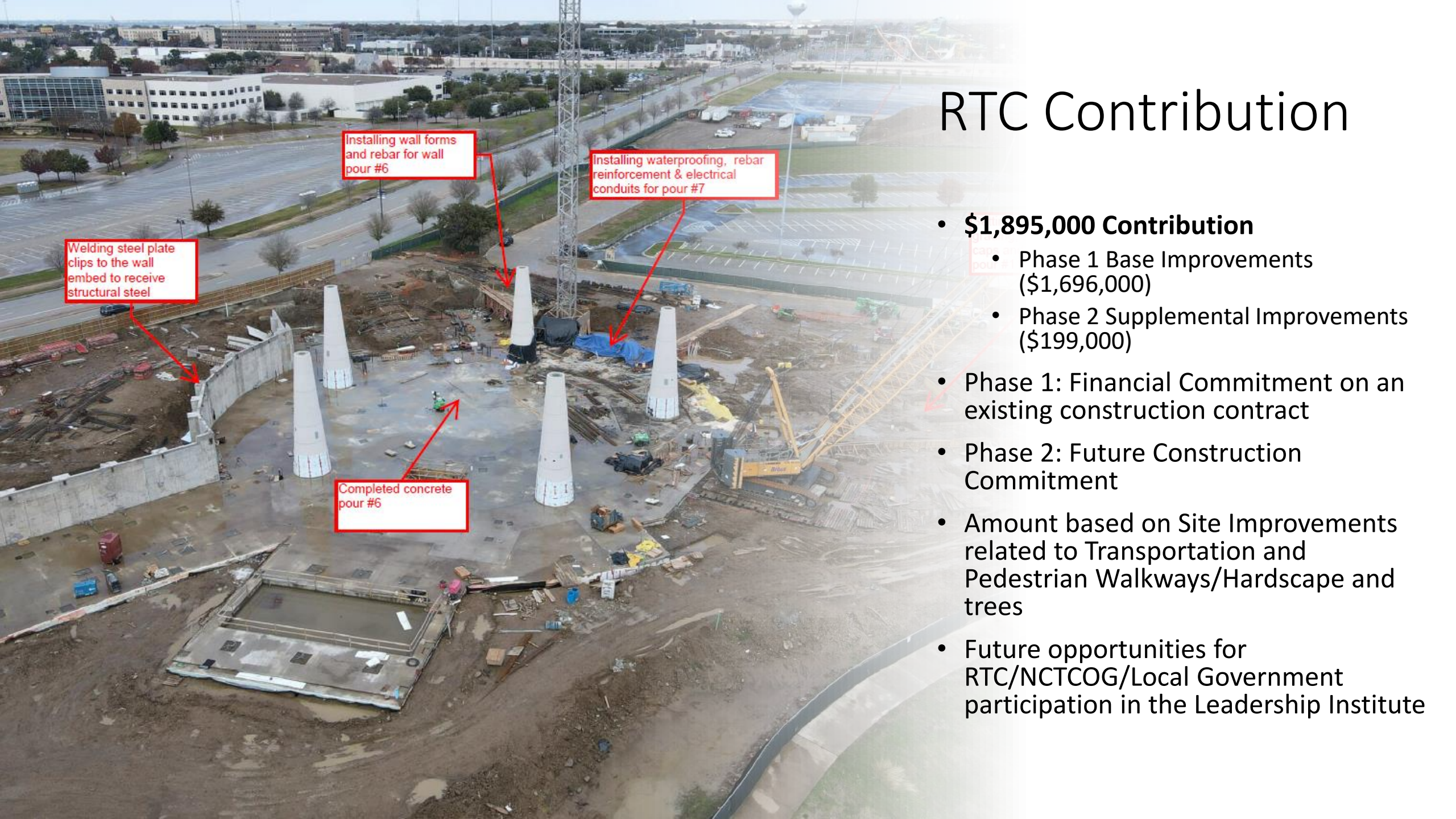
Background

- National Medal of Honor Museum
- Dedicated to the stories, impact, and legacy of the service members who went on to become Medal of Honor recipients
- Includes Medal of Honor Institute
 - Leadership for Character Excellence (Youth)
 - Leadership in Action (Adults)
 - Elevation of Honor (Overarching)
- Arlington Entertainment District
- Regional Benefit





RTC Contribution



- **\$1,895,000 Contribution**

- Phase 1 Base Improvements (\$1,696,000)
- Phase 2 Supplemental Improvements (\$199,000)
- Phase 1: Financial Commitment on an existing construction contract
- Phase 2: Future Construction Commitment
- Amount based on Site Improvements related to Transportation and Pedestrian Walkways/Hardscape and trees
- Future opportunities for RTC/NCTCOG/Local Government participation in the Leadership Institute

Proposed RTC Funding Contribution

Museum Phase 1 Base Improvement	Value	Phase 2 Supplemental Improvement	Value
Walk Ramp at N edge of site	\$ 262,000	Amphitheatre Plaza and stepped seating	\$ 142,000
Trees (44 total)	\$ 145,000	Leadership and Retail Terraces	\$ 57,000
Amphitheatre Patio- 10-ft base scope	\$ 15,000		
Leadership and Retail Terraces 10-ft base scope	\$ 20,000		
Entry Plaza	\$ 37,000		
Stramp	\$ 1,217,000		
SubTotal	\$ 1,696,000		\$ 199,000

Phase 1 total (existing contract)	\$ 1,696,000
Phase 2 total (supplemental)	\$ 199,000
	\$ 1,895,000

Endorsement Action

Recommend Regional Transportation Council approve:

- \$1,895,000 contribution in RTC Local Funds to support the Medal of Honor Institute, the leadership component of the National Medal of Honor Museum.
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.

Cotton Belt Trail Phase 1 and Phase 2 Partnership



Kevin Kokes

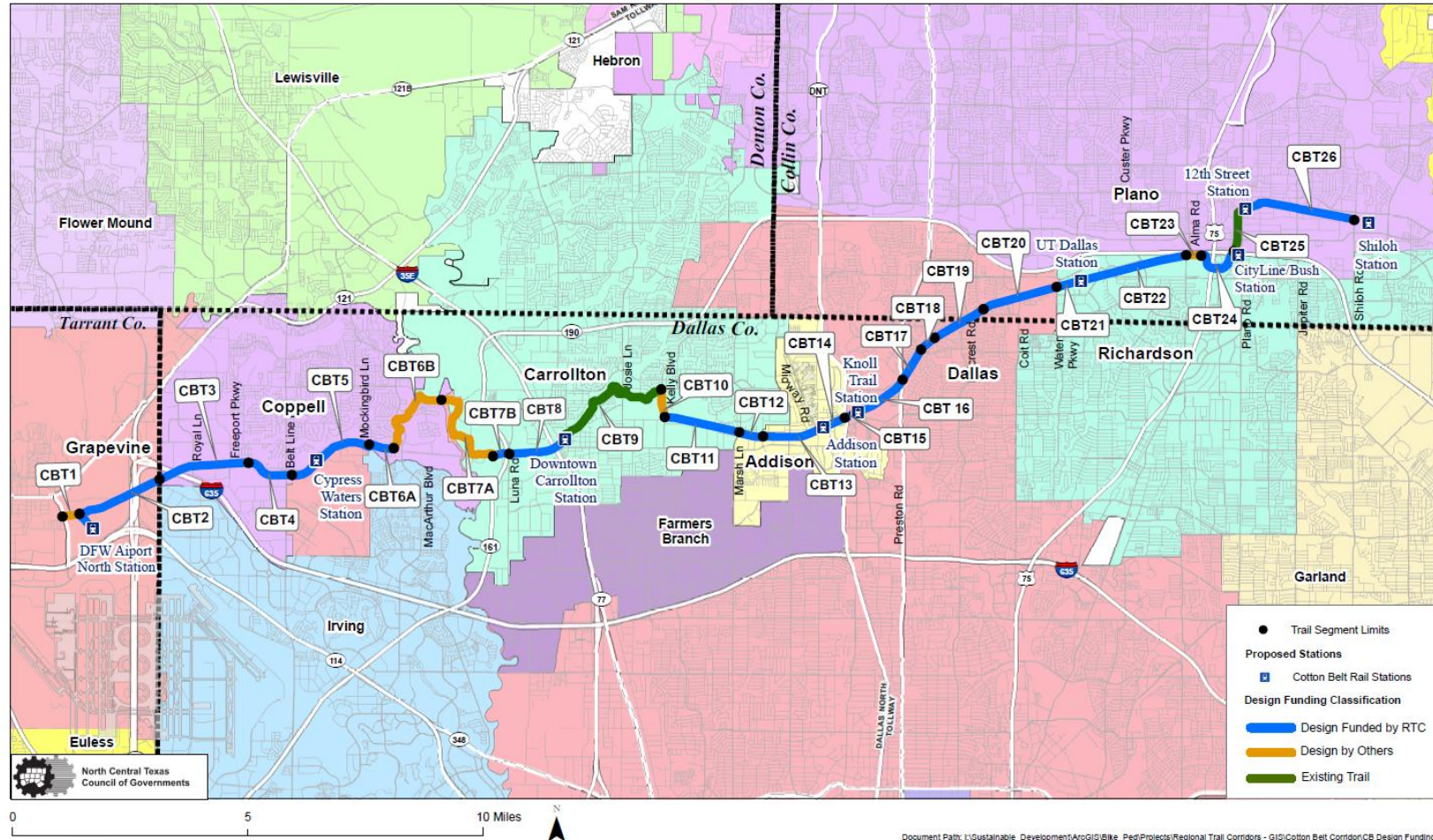
Surface Transportation Technical Committee

January 27, 2023



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

Background/Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2018 (Sept)	Dallas Co. approved funding for other trail sections (\$5.2M)
2019 (June)	RTC approved Transportation Alternatives funding for other trail sections (\$8.5M federal and \$1.9M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2022 (Dec)	RTC approved Transportation Alternatives funding for trail bridges at Midway Rd and Jupiter Rd

Phase 1: Priority Projects for Construction

Phase 1 Design/Build Contractor (AWH)	Funding Needed
Critical Bridges (Dallas): DNT, White Rock Creek, Preston Green Park, Hillcrest Rd	\$13.25M
Trail Intersection Crossings of Silver Line Rail line and Engineering Services	\$4.5M
Total	\$17.75M

Phase 2: Priority Projects for Construction

DART Partnership Focus:

Construction, utility relocation, and project support of the remaining trail bridges and the associated trail sections in the eastern portion of the corridor (prior to Silver Line Rail Revenue Service)

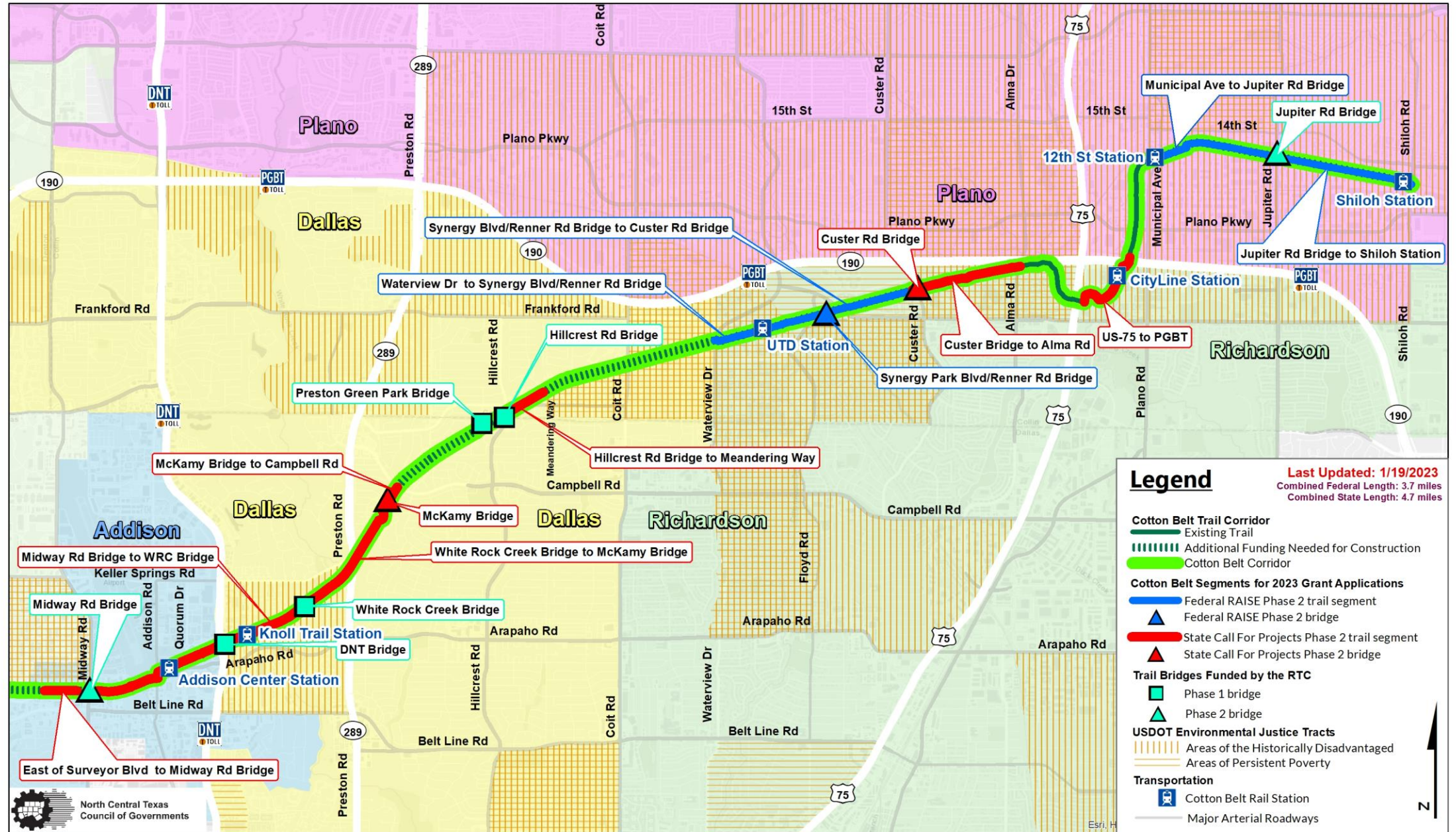
Phase 2 Contractor:	Funding Approach
Trail Bridges (FUNDED): <ul style="list-style-type: none">Midway Rd (Addison)Jupiter Rd (Plano)	2022 NCTCOG Urbanized Area TA Call for Projects <u>RTC Awarded funding on Dec. 8, 2022</u>
Trail Bridges and Approaches (PENDING): <ul style="list-style-type: none">McKamy (Dallas)Synergy Park Blvd/Renner Rd (Richardson),Custer Rd (Richardson)Various connecting trail segments between bridges, crossings and signals	<ul style="list-style-type: none"><u>Application</u>: 2023 USDOT RAISE Grant*<u>Application</u>: 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects*

*If federal funding is not awarded; will return to RTC for support

DRAFT

Cotton Belt Regional Veloweb Trail

Highlighted Segments for Funding: Addison to Plano



Phase 2: Grant Applications

PROJECT		SUBMITTAL (Agency)	COST/FUNDING STATUS				
TITLE	DESCRIPTION/LIMITS		TOTAL COST	GRANT FUNDS	LOCAL FUNDS	NEW RTC FEDERAL FUNDS TO FLEX WITH DART LOCAL FUNDS	LEVERAGED / AVAILABLE FUNDS
2023 RAISE Discretionary Grant Program	Construct trail segments, bridges, signals, and crossings in Richardson and Plano	DART	\$40.2 M	\$25.0 M	\$1.1 M	\$7.5 M	\$6.6 M
2023 TxDOT Statewide Transportation Alternatives Program Call for Projects	Construct trail segments, bridges, signals, and crossings in Addison, Dallas, Richardson, and Plano	DART	\$52.7 M	\$30.0 M	\$3.6 M	\$3.9 M	\$15.2M
Total			\$92.9 M	\$55.0 M	\$4.7 M	\$11.4 M	\$21.8 M

Schedule

Date	Task
Jan 27	STTC Action
Jan 27	Preliminary Application deadline (TxDOT TA Call for Projects)
Feb 9	RTC Action
Feb 28	Application deadline (USDOT RAISE grant)
March 27	TxDOT notifies project sponsors of eligibility and provides detailed application
June 5	Detailed Application deadline (TxDOT TA Call for Projects)
June 28	Anticipated USDOT RAISE Grant Award Notice
Oct 26	Anticipated Texas Transportation Commission (TTC) Award Notice
Oct 27	TIP Modifications deadline
March/April 2024	FHWA TIP approval (anticipated)

Long Term Strategy and Phase 3 Partnership



- **DART to lead trail construction**
 - Contractor procurement
 - Manage contractor, flagging, inspections, etc. during construction phases
 - Funding transfer from FHWA to FTA and DART
- **Local obligation**
 - Partner with DART to expedite the project quickly
 - No unnecessary delays in permit approvals
 - No required additional improvements to other unrelated infrastructure beyond the scope of the trail project
- Continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.)
- Continue to partner with cities to advance additional segments until fully funded for construction

Silver Line Rail Support

- \$500,000 in construction funding is needed by DART to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano ISD property in Dallas (North of Sugar Cane Wy generally between Pinyon Ln and Sage Ln).
- The Silver Line Rail design/build contractor will construct the walls with the rail project.

Requested Action

Recommend Regional Transportation Council Approval:

- \$17.75 Million with 3.55 Million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects
- \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano ISD property
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes
- Support the DART partnership submittal of the TxDOT Statewide TA Call for Projects application and funding contribution of \$3.9M federal for Phase 2 Projects
- Support the DART partnership submittal of the USDOT 2023 RAISE grant application and funding contribution of \$7.5M federal for Phase 2 Projects

Contact Us



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Surface Transportation Technical Committee

Regional Safety Performance Targets Update – 2023-2027

Kevin Kroll | Senior Transportation Planner

January 27, 2023

Recent and Upcoming Federal Performance Measure Action

Rulemaking	Upcoming RTC Target-Setting Action	Next Anticipated RTC Target-Setting Action	Target-Setting Schedule
Transit Safety (PTASP)	May 2021 	Early 2025	Every 4 Years
Transit Asset Management (TAM)	September 2022 	Late 2026	Every 4 Years
PM3 – System Performance, Freight, and CMAQ	September 2022 	Late 2024	Biennial
PM1 – Roadway Safety	February 2023	Early 2024 (Information/Update)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Spring 2023	Late 2024	Biennial

Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new five-year targets
- MPOs have the option to support State targets or adopt our own targets
- Identified to monitor through the Statewide Safety Task Force

Number of Fatalities

Rate of Fatalities*

Number of Serious
Injuries

Rate of Serious
Injuries*

Bicyclist and
Pedestrian Fatalities
and Serious Injuries

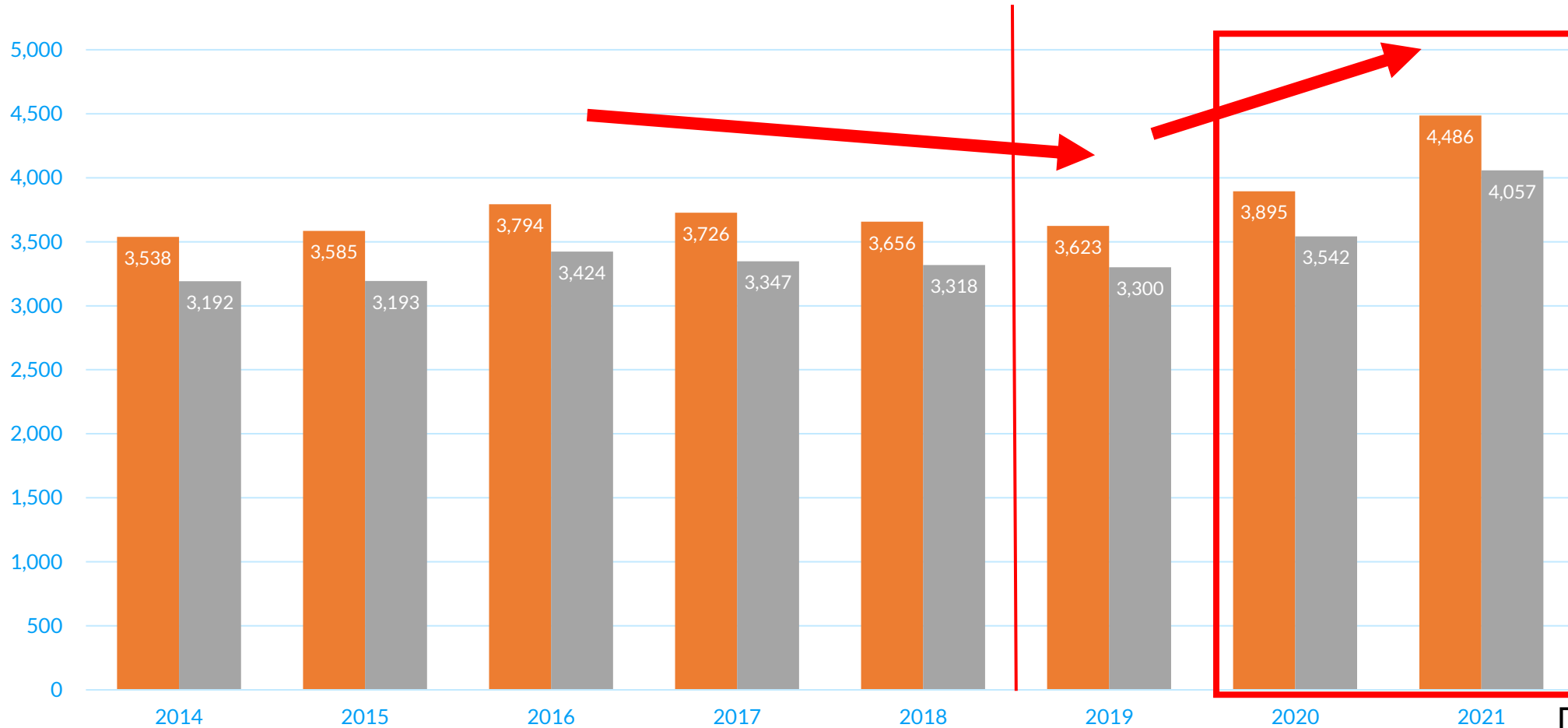
*Rates calculated per
100 million vehicle
miles traveled



Texas Fatalities and Fatal Crashes 2014 - 2021



Road to Zero
May 2019



In 2021, traffic-related fatalities were at 4,486 compared with 3,895 lives lost on Texas roadways in 2020. (15% increase)

Data as of 03/28/2022



Fatalities Fatal Crashes

Preliminary NCTCOG Safety Performance Update for 2021

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	614.2	557.2	No	No	No
Rate of Fatalities	0.762	0.814	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.200	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	617.0	569.8	No	No	

Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021. PY2021 actual performance includes 2017-2021 observed data



Safety Performance Targets Past and Future

Past

TxDOT

Two percent reduction across each of the five performance targets by target year 2022

In 2021, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050

NCTCOG

Two percent reduction across each of the five performance targets by target year 2022

Future

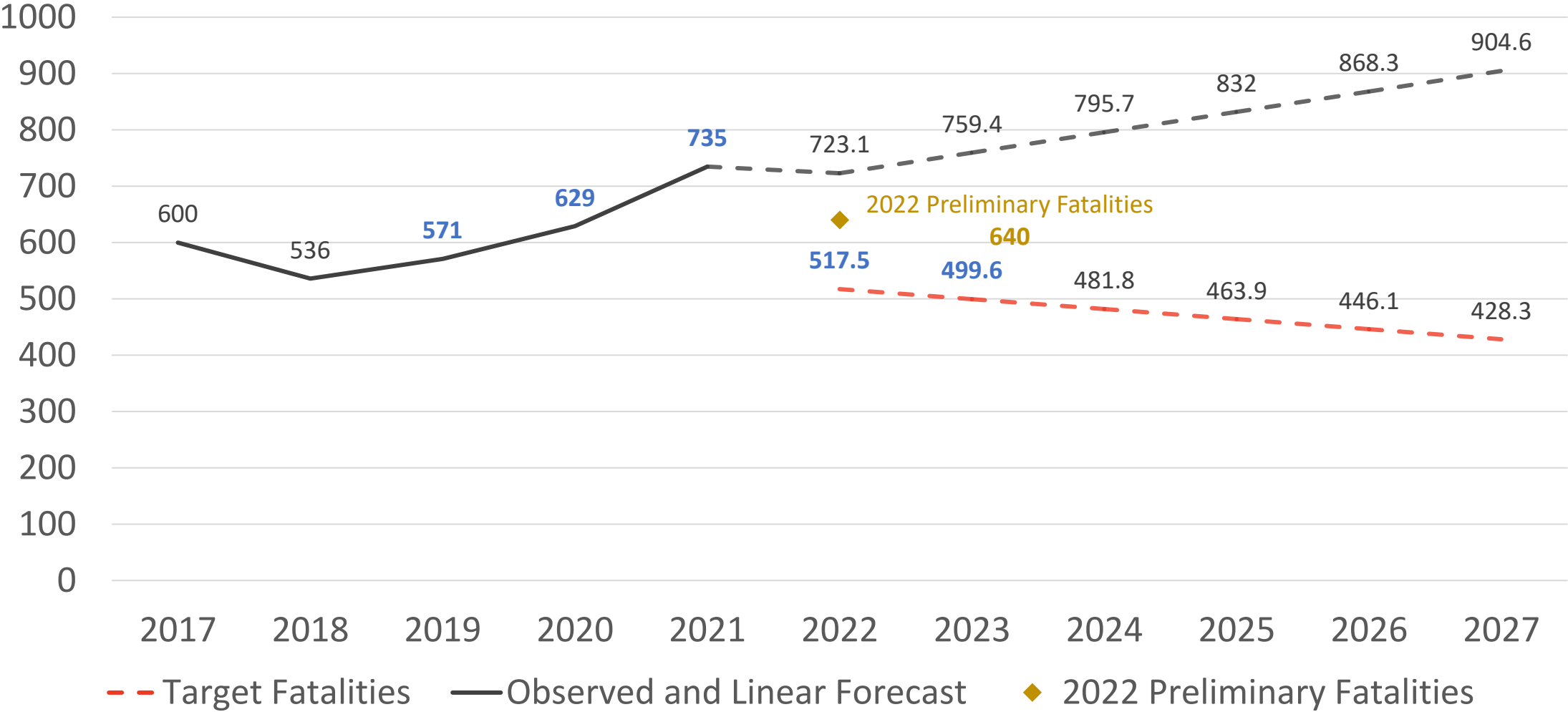
TxDOT

Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050

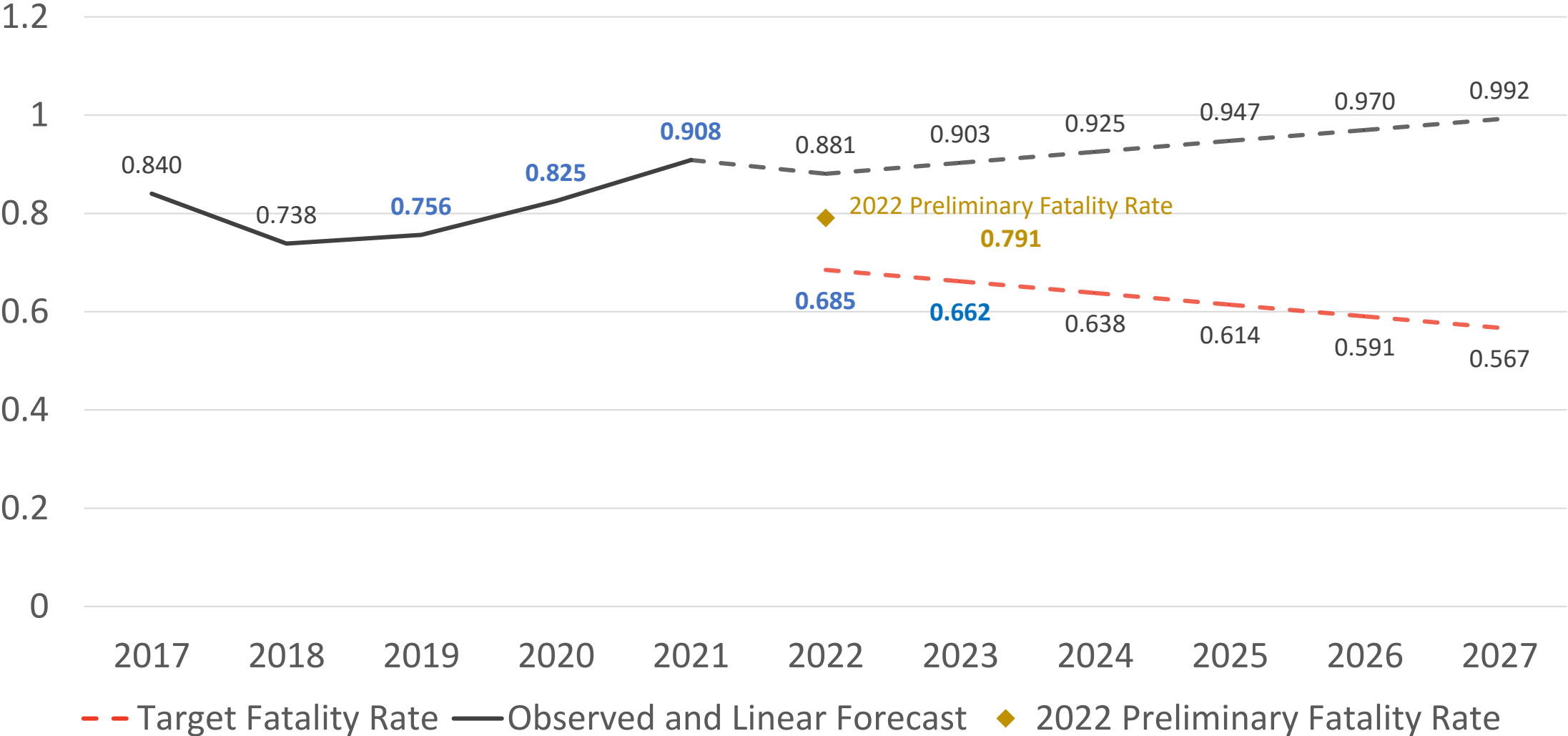
Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction every year



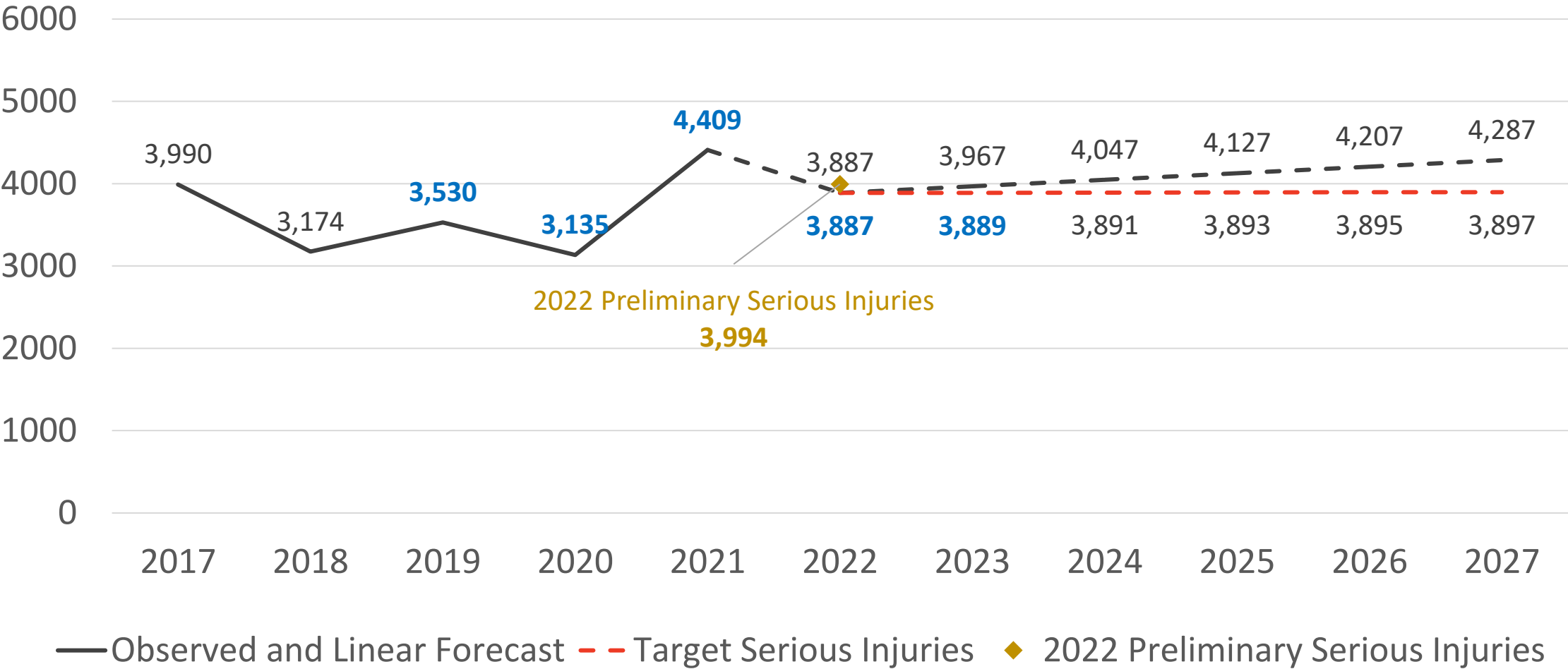
Observed, Projected and Proposed Target Fatalities (2017-2027)



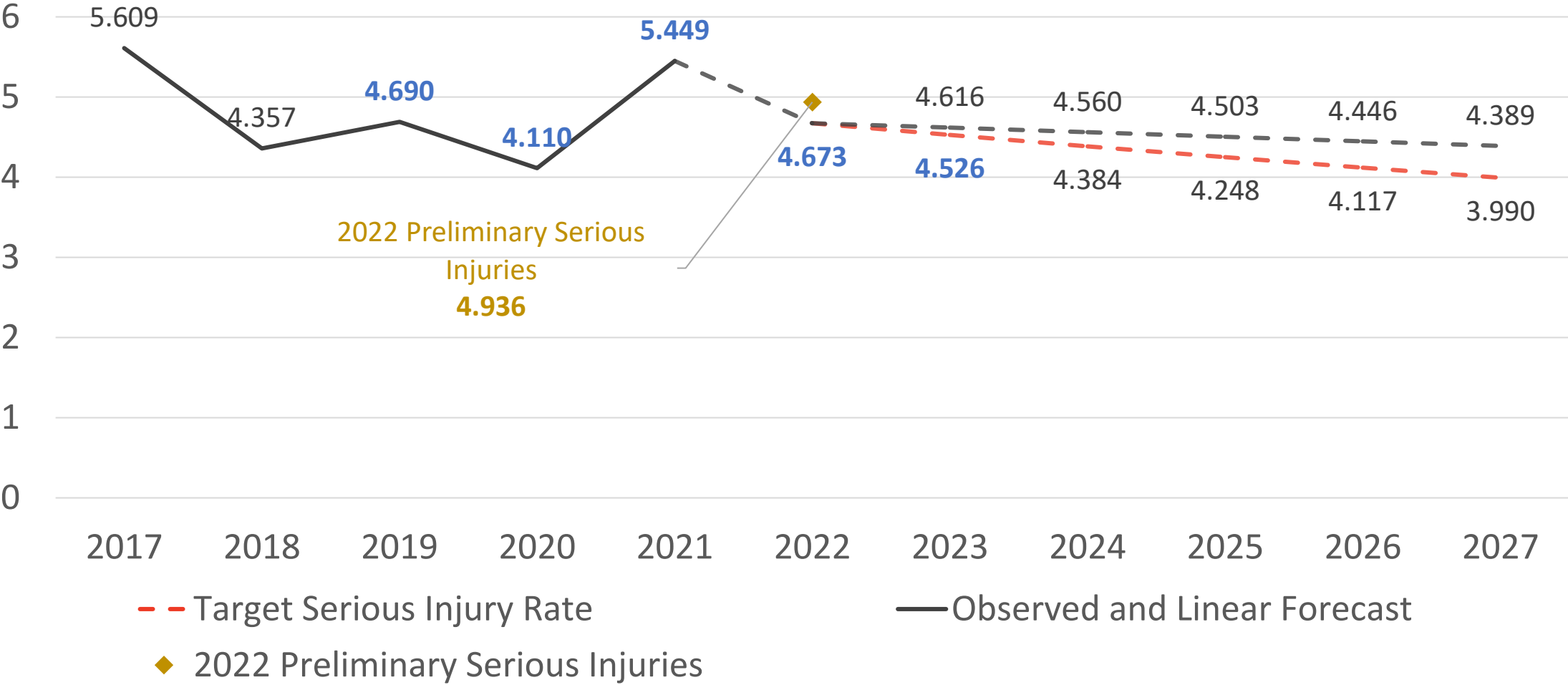
Observed, Projected and Proposed Fatality Rates (2017-2027)



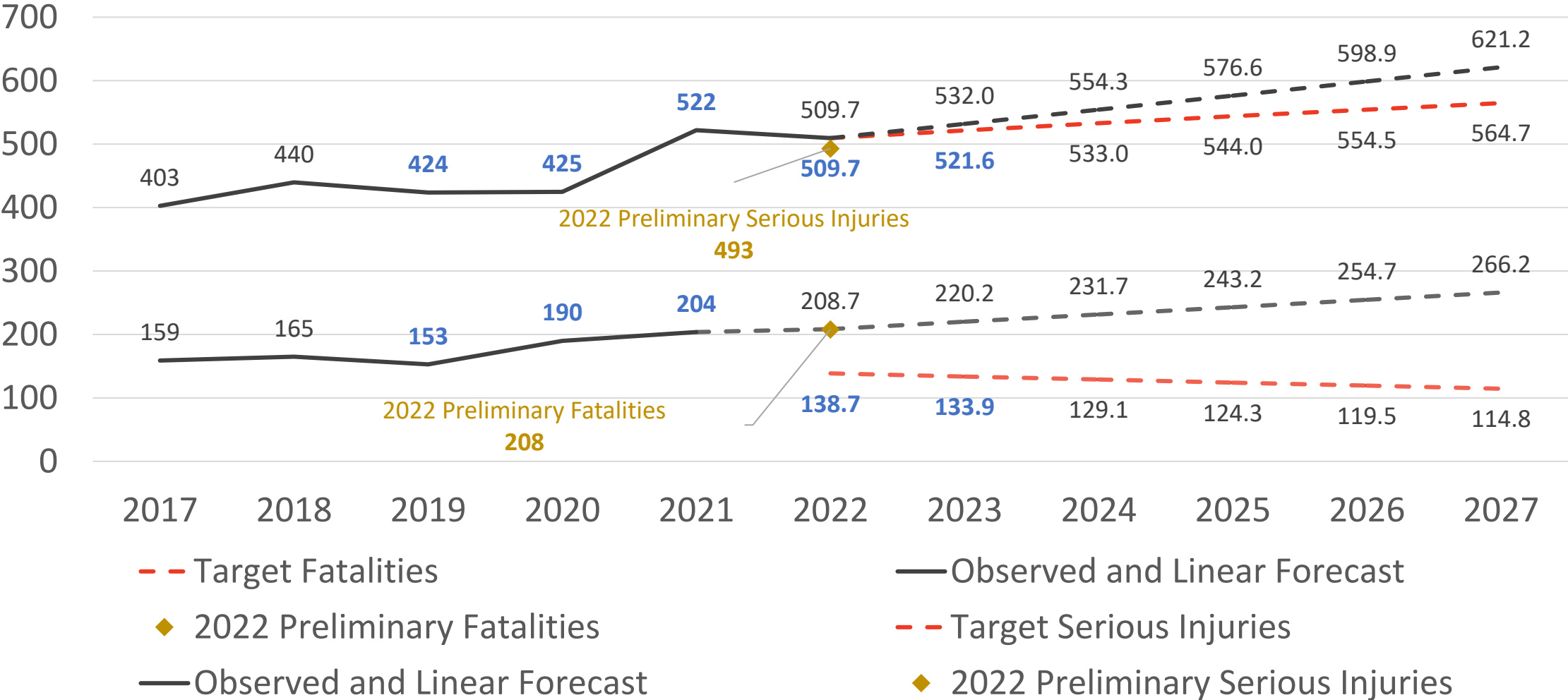
Observed, Projected and Proposed Serious Injuries (2017-2027)



Observed, Projected and Proposed Serious Injury Rates (2017-2027)



Observed, Projected and Proposed Bike/Ped Fatalities and Serious Injuries (2017-2027)



Proposed NCTCOG Safety Performance Target Setting for 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries



Roadway Safety Team



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Certification of Emerging and Reliable Transportation Technology

Swyft

BRENDON WHEELER, P.E.
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 27, 2023



RTC Policy P22-02

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



RTC Policy P22-02

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



The map displays the Dallas-Fort Worth metropolitan area with various toll facilities marked by colored pins. The SRIT facility (green pin) is located near Plano, the DCURD facility (pink pin) is near Dallas, and the PG&T facility (teal pin) is near Arlington. Major highways such as I-35, I-75, I-20, and I-45 are shown, along with city names like Plano, Arlington, and Dallas. The map also includes labels for other toll facilities like SRIT, DCURD, and PG&T, and various highway shields.

JPods:
Arlington
Dallas County Utility & Reclamation
District (DCURD)
Plano



CERTT

Round 2 Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Application rescinded by provider
Swyft	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; staff review complete



Swyft

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public right-of-way

Proofs of concept in Mountain View, CA and Christchurch, NZ

Using private financing and can support planning of special districts, P3s, etc.



Swyft: Route Considerations

Supports first/last-mile transit connections,
can function as a fixed-guideway ATS

Phased deployment beginning with 1 to 2
miles and 2 to 5 stations, connecting to
mass transit and activity centers

Contingency incorporates funds for
removal of structures into project budget;
open to investigating other means of
solving first/last-mile needs



Next Steps

- Pending STTC action, RTC to consider initiating Step 3 on February 9, 2023
- Step 3: Local governments may submit potential sites for either technology
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
- Staff to develop Submittal Package for interested local governments



Requested STTC Action

Staff requests STTC recommend RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider.



CONTACT US



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Certification of Emerging and Reliable
Transportation Technology (CERTT) Program

Additional imagery provided by Swyft Cities



Policy Support to Develop Process for the
Innovative Transportation Technology Infrastructure Certification Program
(P22-02)

The Dallas-Fort Worth region has positioned itself as an innovator in using advancing technology to address transportation issues. The North Central Texas Council of Governments (NCTCOG) continues to receive interest from technology developers on implementing new and innovative infrastructure technology that is not currently in operation for a commercial application anywhere in the United States. As is the case with many new technologies, these transportation infrastructure solutions require certification by the appropriate governing entities (either local, state, or federal). This certification requirement may come in many forms, depending on the application, including safety certification to ensure the safety and welfare of the traveling public, as well as certification for use within the region as required by NCTCOG.

This policy outlines the guiding principles and process by which the Regional Transportation Council (RTC) may choose to coordinate with a technology provider to implement a certification facility in the Dallas-Fort Worth region for commercial application. To ensure flexibility with the various types of infrastructure being developed, the following process is structured in a transparent way for potential technology developers and local governments/transportation entities to express interest and collaborate on implementation opportunities. This process would allow for periodic expressions of interest to be facilitated in a timely manner.

The following are the guiding principles of this Innovative Transportation Technology Infrastructure Certification Program:

- Potential projects must serve a long-range transportation need as identified in the recommendations of the Metropolitan Transportation Plan or be considered for inclusion in a future Metropolitan Transportation Plan.
- The technology developer is solely responsible for navigating any certification process(es) with the appropriate regulating authority(ies) for the developer's specific technology as required.
- If the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed. It is encouraged that this contingency be included in any technology infrastructure proposal. Public funds may or may not be used for the certification needs of the emerging infrastructure technology.
- NCTCOG will facilitate mutual cooperation between local governments and transportation entities where potential project limits extend across multiple jurisdictional boundaries.
- When considering locations for proposed technology facilities, local governments and transportation entities should consider the following:
 - Expected timeframes for infrastructure to be operational for public use
 - Public use goals and performance expectations of proposed transportation infrastructure.

Following the guidelines listed above, the RTC directs staff to implement the following transparent process outlined in the steps below once NCTCOG or the RTC is approached by an infrastructure technology provider to enter into this process. This process is structured to allow for periodic solicitation or acceptance of proposed technology infrastructure solutions. The following process outlines how proposals brought to NCTCOG will be handled and does not

preclude local governments and transportation entities from engaging directly with technology entities.

- 1) NCTCOG staff will confirm infrastructure technology solution proposed by provider conforms with this policy and a long-range transportation need as identified in the Metropolitan Transportation Plan.
- 2) NCTCOG staff will provide RTC with a summary of the technology provider's proposal, including any requirements and available details on the proposed operation of the technology. The RTC will take action on whether to initiate the development process for certification of the infrastructure technology.
- 3) Upon RTC action, local governments will submit potential locations of interest that utilize public right-of-way and serve a regional long-range transportation need.
- 4) The technology provider will determine the preferred location and project development opportunity to pursue based on the proposals provided by the local governments through NCTCOG.
- 5) The RTC will initiate project development activities and coordination efforts among the appropriate transportation agencies, local governments, and the technology provider. The RTC will direct NCTCOG staff to provide support in the project development activities and coordination efforts as needed. Project development activities and coordination efforts may include appropriation of public funds for project development and implementation.

The RTC directs staff to provide regular briefings when proposals are received and during project development. The RTC also directs staff to integrate the resulting recommendations from projects that advance into future mobility, air quality, safety, and other regional planning activities as appropriate.

G4910-9X

DEPARTMENT OF TRANSPORTATION**Office of the Secretary of Transportation****Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Infrastructure Investment and Jobs Act ("Bipartisan Infrastructure Law"), Amendment No. 1****AGENCY:** Office of the Secretary of Transportation, DOT**ACTION:** Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2023 RAISE grant program. will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.¹ This notice is amended on January 3, 2023 to reflect additional funding made available under the Consolidated Appropriations Act, 2023 (Pub L. 117-328, "FY 2023 Appropriations Act") and associated requirements.

DATES: Applications must be submitted by 11:59:59 PM Eastern on February 28, 2023.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of

¹ 49 U.S.C.6702(d)(3)

hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications on the FAQ website at <https://www.transportation.gov/RAISEgrants/raise-application-faqs> as well as information about webinars for further guidance on DOT’s website at <https://www.transportation.gov/RAISEgrants/outreach>.

SUPPLEMENTARY INFORMATION: Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

Table of Contents

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

A. Program Description

1. Overview

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, “Bipartisan Infrastructure Law,” or “BIL”) authorized and appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT”) for FY 2023 for Local and Regional Project Assistance Program Grants under National Infrastructure Investments. On December 29, 2022, the FY 2023 Appropriations Act appropriated an additional \$800 million for the FY 2023 RAISE Grant

Program. However, per Section 109B of the FY 2023 Appropriations Act, not less than \$1 million (but no greater than \$25 million) of the \$800 million made available for RAISE from the FY 2023 Appropriations Act, will be set aside for port infrastructure projects that received an award from the BUILD 2019 competition and rail infrastructure projects that received an award from the BUILD 2018 competition. Therefore, at least \$775 million (but no more than \$799 million) of the FY 2023 Appropriations Act is now available under this RAISE 2023 Notice of Funding Opportunity (NOFO). In total, the Department now has at least \$2.275 billion (but no more than \$2.299 billion) available for the FY 2023 RAISE Grant Program. Applicants should note that the two funding streams (BIL funding and FY 2023 Appropriations Act funding) have slightly different funding restrictions and requirements that may affect competitiveness. These differences are summarized below and further described in Section B of this Notice. This NOFO solicits applications for projects to be funded under the Local and Regional Project Assistance Program in BIL, known as the RAISE Grants program, and funding appropriated for the RAISE Grants program under the FY 2023 Appropriations Act.

RAISE Grants are for investments in surface transportation that will have a significant local or regional impact. Per the BIL, in addition to capital awards, DOT will award at least \$115 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2023 RAISE funding. At least \$75 million will be awarded from the BIL funding and at least \$40 million will be awarded from the FY 2023 Appropriations Act funding.

In addition, DOT will award at least \$35 million for projects located in areas of persistent poverty or historically disadvantaged communities. A minimum of \$15 million will be awarded from the BIL funding and a minimum of \$20 million will be awarded from the FY 2023 Appropriations Act funding. RAISE grants awarded with BIL funding may not be greater than

\$25 million, and grants awarded with FY 2023 Appropriations Act funding may not be greater than \$45 million.

Since 2009, \$12.1 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 14 rounds of competitive grants. These awards have supported projects that improve safety, economic strength and global competitiveness, equity, and climate and sustainability consistent with DOT's strategic goals.² FY 2023 RAISE grants will continue to align with these strategic goals. The FY 2023 RAISE round will be implemented, as appropriate and consistent with law, in alignment with the priorities in Executive Order 14052, *Implementation of the Infrastructure Investments and Jobs Act* (86 FR 64355), which are to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards, strengthen infrastructure resilience to all hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

The BIL included provisions for Metropolitan Planning Organizations to integrate transportation planning, housing, employment opportunities, and economic development strategies.³ DOT strongly encourages applicants utilize these new planning coordination opportunities in their proposed projects and describe them in their applications. The Department also seeks to award projects under the RAISE Program that improve equity and environmental justice by addressing transportation-related disparities and climate change-related consequences consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009) and Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). The Department also seeks to

² See U.S. Department of Transportation Strategic Plan FY 2022–2026 (March 2022) at <https://www.transportation.gov/dot-strategic-plan>.

³ See BIL div. A § 11201., *Transportation Planning*, which amends 23 U.S.C. 134.

fund projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened⁴ communities.

Section E of this NOFO, which outlines FY 2023 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

2. Additional Information

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

3. Changes from the FY 2022 NOFO

This FY 2023 RAISE notice makes changes from FY 2022 RAISE to reflect the funding and provisions specified in the BIL for FY 2023 and the FY 2023 Appropriations Act.

Additionally, this NOFO refines the merit criteria rating rubric. For example, this NOFO continues to clarify the difference between the quality of life merit criterion (which focuses on increased affordable transportation choices and access to housing, jobs, opportunities and recreation) and the mobility and community connectivity merit criterion (which focuses on physical connections, bridging gaps, and universal design/ADA improvements). Partnership and Collaboration now includes meaningful engagement with residents to ensure equity

⁴ Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.⁵
<https://www.transportation.gov/federal-interagency-thriving-communities-network>

considerations for underserved communities throughout the lifecycle of the project as well as capacity building through the Federal interagency Thriving Communities Network⁵ which includes Department of Housing and Urban Development’s Thriving Communities Technical Assistance and the Environmental Protection Agency’s Environmental Justice Thriving Communities Technical Assistance Centers Program. Please see the merit criteria rating rubric in Section E.1.i. for more details.

This NOFO also provides minor updates regarding process improvements and increased evaluation transparency. For example, in prior years, the Project Readiness area of Technical Capacity Assessment was evaluated for all eligible applications, but in FY 2023 it will only be evaluated for the subset of applications advancing for additional analysis after merit reviews, similar to the other Project Readiness areas (Environmental Risk Assessment and Financial Capacity Assessment). More details are provided in Section D and E of this NOFO. As another example, NOFO Section D.2 lists the separate and distinct files that each applicant should be submit as part of an application package, and DOT provides the application “checklist” on the RAISE website and grants.gov for ease of reference.

Additionally, the FY 2023 NOFO also incorporates a new Reconnecting Communities Extra element. Applications for the FY 2023 RAISE grant program that have identical project scope to applications that were submitted and evaluated under the FY 2022 Reconnecting Communities Program and received the designation of Reconnecting Extra, will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion. (See Section E.2). The Department expects projects that rated well under the Reconnecting Communities Program criteria will do well under the FY 2023

⁵ <https://www.transportation.gov/federal-interagency-thriving-communities-network>

RAISE program criteria. Applicants should note in the RAISE Project Information Form whether their FY 2023 RAISE application was also submitted under the FY 2022 Reconnecting Communities Program and received a Reconnecting Extra designation. Section E.2 of this Notice also provides more detail on the way selection criteria ratings will be used in the decision-making process to advance projects to the Secretary for potential selection.

Applicants who are planning to re-apply for the RAISE program using materials prepared for prior competitions should ensure that their FY 2023 RAISE application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date and submitted in the proper format. (See Section D).

B. Federal Award Information

1. Amount Available

The BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program (49 U.S.C. 6702) for FY 2023. On December 29, 2022, the FY 2023 Appropriations Act appropriated an additional \$800 million for the FY 2023 RAISE Grant Program. However, per Section 109B of the FY 2023 Appropriations Act, not less than \$1 million (but no greater than \$25 million) of the \$800 million made available for RAISE from the FY 2023 Appropriations Act, will be set aside for port infrastructure projects that received an award from the BUILD 2019 competition and rail infrastructure projects that received an award from the BUILD 2018 competition. Therefore, at least \$775 million (but no more than \$799 million) of the FY 2023 Appropriations Act is now available under this RAISE 2023 NOFO. In total, the Department now has at least \$2.275 billion (but no more than \$2.299 billion) available for the FY 2023 RAISE Grant Program. Applicants should note that the two funding streams (BIL funding and FY 2023 Appropriations Act funding) have slightly different funding restrictions and requirements that may affect competitiveness of certain request amounts.

The grants are to be awarded on a competitive basis for surface transportation projects that will have a significant local or regional impact and improve transportation infrastructure. DOT will award at least \$115 million for the planning, preparation or design of eligible projects; this amount includes 5 percent from each of the two available funding sources (\$75 million (of the \$1.5 billion) from BIL funds and \$40 million (of the \$800 million) from the FY 2023 Appropriations Act). DOT refers to awards for the planning, preparation or design of eligible projects that do not result in construction with FY 2023 RAISE funding as planning grants. DOT will award at least \$35 million for projects located in historically disadvantaged communities or areas of persistent poverty; this amount includes \$15 million from available BIL funds and \$20 million from available FY 2023 Appropriations Act funds. The DOT may retain up to \$30 million from BIL funds and up to \$16 million from FY 2023 Appropriations Act funds for oversight and administration of grants and credit assistance made under the program. The Department does not anticipate awarding additional funding from prior rounds; however, if unobligated program funds are made available from prior rounds, they may be awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior year funds. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

DOT may use up to 20 percent of available funds (or \$460 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, particularly transit and transit-oriented development (TOD) projects. In October 2022, the Secretary approved the “TIFIA 49 Initiative” which authorizes transit and transit-oriented development (TOD) projects to borrow

up to 49 percent of eligible project costs for projects that meet eligibility requirements. TIFIA loans have historically been capped at 33 percent of eligible project costs.⁶

2. Award Size

For capital grants, the BIL specifies that the minimum RAISE grant award is \$5 million in urban areas and \$1 million in rural areas (as defined in Section C.3.ii). There is no minimum award amount for planning grants for BIL funds or FY2023 Appropriations Act Funds.

Grants awarded under BIL funding may not be greater than \$25 million. Grants awarded under FY 2023 Appropriations Act funding may not be greater than \$45 million. Therefore, grant requests greater than \$25 million will be considered only for FY 2023 Appropriations Act funding; they will not be eligible to compete for BIL funding. In order to be considered under the full funding amount available of \$2.3 billion, the grant request may not exceed \$25 million.

3. Restrictions on Funding

No more than 15 percent of the BIL funds made available for RAISE grants (or \$225 million) may be awarded to projects in a single State. No more than 15 percent of the FY 2023 Appropriations Act funding made available for RAISE grants (or \$120 million) may be awarded to projects in a single State. Therefore, the maximum amount that can be awarded to any single state is \$345 million.

Not more than 50 percent of the respective funding provided for RAISE grants shall be awarded to rural projects (as defined in section C.3.ii,) and not more than 50 percent of the respective funding provided for RAISE grants shall be awarded to urban projects (as defined in section C.3.ii).. Therefore, not more than \$1.15 billion will be awarded to urban and rural areas respectively; not more than \$750 million from the BIL funding and not more than \$400 million

⁶ Contact the Build America Bureau for more information on TIFIA and RRIF financing.
<https://www.transportation.gov/buildamerica/>

from the FY 2023 Appropriations Act funding will be awarded to urban and rural areas respectively.

Federal funds awarded under this program may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

4. Availability of Funds

FY 2023 RAISE grant funds are available for obligation only through September 30, 2027. The FY 2023 Appropriations Act funding does not have this statutory requirement; however, to ensure that projects are started and completed in an efficient manner, the Department expects projects awarded with FY 2023 Appropriations Act funding to be obligated by the same date of September 30, 2027. Therefore, it shall be referred to in this Notice as the “obligation deadline” for all projects. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, such as transportation planning and environmental review requirements for capital construction projects. Unless authorized by DOT in writing after DOT’s announcement of FY 2023 RAISE awards, any costs incurred prior to DOT’s obligation of funds for a project (“pre-award costs”) are ineligible for reimbursement.⁷ BIL requires that FY 2023 RAISE funds must be expended (the grant obligation must be liquidated or paid out to the grant recipient) by September 30, 2032. After this date, unliquidated funds are no longer available to the project. The FY 2023 Appropriations Act funding does not have this statutory requirement; however, to ensure that projects are started and completed in an efficient manner, the Department expects projects

⁷ Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2023 RAISE award cannot be charged to FY 2023 RAISE funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2023 RAISE award, cannot be charged to FY 2023 RAISE funds.

awarded with FY 2023 Appropriations Act funding to be liquidated by the same date of September 30, 2032. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the timeline described above. **DOT does not have the authority to extend the BIL deadlines.**

5. Previous RAISE/BUILD/TIGER Awards

Recipients of RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the RAISE/BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous RAISE/BUILD/TIGER award, or application, does not affect competitiveness under the FY 2023 RAISE competition.

C. Eligibility Information

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for RAISE grants are: States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible. Federal agencies are not eligible applicants for the FY 2023 RAISE program.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, that intention should be made clear in the application and a letter of support from the otherwise eligible, designated entity should be included in the application.

2. Cost Sharing or Matching

The Federal share of the costs of an eligible project carried out using a grant provided under the RAISE grant program shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community (HDC), or an area of persistent poverty (APP). Urban area and rural area are defined in Section C.3.ii of this notice. HDCs and APPs are defined in Section C.3.iii.

Applicants should use the following equation when determining the cost share for their project:

$$\frac{(RAISE\ Grant\ Request + Other\ Federal\ Funds)}{Total\ Project\ Cost} = Federal\ Cost\ Share$$

Federal cost share may not exceed 80 percent for urban projects that are not located in an APP or HDC.

For the RAISE Program, Total Project Cost means the sum of future eligible Federal and Non-Federal costs that have not yet been incurred. This cannot include any previously incurred costs.

DOT does **not** use an applicant's cost share when evaluating applications on merit. The Department considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. The BIL also allows for the following Federal funds to be considered "non-Federal" for the purpose of the RAISE program: (A) tribal transportation program funds under section 202 of title 23; (B) Federal lands transportation program funds under section 203 of title 23; (C) TIFIA program funds (as defined in section 601(a) of title 23); and (D) Railroad Rehabilitation and Improvement Financing Program under chapter 224. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, funds used to satisfy the non-Federal cost-share requirements of a different Federal program may not be counted as the non-Federal cost-share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the non-Federal cost-share requirement for any project. Non-Federal cost-share funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If

the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution to ensure federal cost share limitations are met.

3. Other

i. Eligible Projects

(a) Capital Projects

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that are: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code;⁸ (6) intermodal projects; (7) projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; (8) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.⁹

The Secretary considers the following projects necessary to advance the goals of the program, and therefore eligible: public road and non-motorized projects that are not otherwise

⁸ Eligible surface transportation components of eligible airport projects are those projects listed in “Appendix P: Road and Surface Transportation Projects” of the Airport Improvement Program (AIP) handbook, available at https://www.faa.gov/airports/aip/aip_handbook/?Chapter=Appendix#PP00. For more details on airport project eligibility, please see the Frequently Asked Questions at <https://www.transportation.gov/RAISEgrants/raise-application-faqs>.

⁹ Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

eligible under title 23, United States Code; transit-oriented development projects; mobility on-demand projects that expand access and reduce transportation cost burden; and intermodal projects.

Under the FY 2023 RAISE program, if an application includes right-of-way acquisition, the project will be considered a capital project. Projects that include right-of-way acquisition should include a timeline for construction.

The following projects are not considered necessary to advance the goals of the program, and, therefore, they are ineligible: school bus electrification and broadband deployment as a standalone project. Improvements to Federally owned facilities are ineligible under the FY 2023 RAISE program, unless they are projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. If a project type is not described as explicitly eligible or ineligible above, then applicants should explain in their application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case-by-case basis.

Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv

(b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a) and may not result in construction with RAISE FY 2023 funding.

In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans; (2) zero emissions plan for transit fleet; (3) planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (4) planning activities related to zero emissions goods movement; (5) development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region; and (6) risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

As stated above, projects that include right-of-way acquisition are capital projects and, therefore, not eligible for RAISE planning grants.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area¹⁰ that had a population greater than 200,000 in the 2010 Census.¹¹ If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

¹⁰ Lists of 2010 UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

¹¹ For the purpose of this NOFO, the definition of urban and rural is based on the 2010 Census-designated urbanized areas. The Department is required by the BIL to use the most recent decennial census information; however urbanized areas have not been designated for the 2020 Census at the time of this NOFO publication. See <https://www.transportation.gov/RAISEgrants/urbanized-areas> for a list of 2010 Census-designated UAs.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than 50 percent (or \$1.15 billion) of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than 50 percent (or \$1.15 billion) of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a capital project in a rural area, the minimum award is \$1 million, while the minimum capital award for urban areas is \$5 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the eligible costs of a project in a rural area.

iii. Areas of Persistent Poverty and Historically Disadvantaged Communities

The Secretary may increase the Federal cost share above 80 percent for projects located in an Area of Persistent Poverty or a Historically Disadvantaged Community. Additionally, DOT must award at least \$35 million for projects located in historically disadvantaged communities or areas of persistent poverty.

A project located in both (1) APP or HDC areas and (2) areas that are neither APP nor HDC areas will be designated as APP or HDC if the majority of the project's costs will be spent in the area that qualifies as APP or HDC. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the APP and HDC designations.

(a) Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period

preceding November 15, 2021, as measured by the 1990 and 2000¹² decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census;¹³ (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census;¹⁴ or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2021 Small Area Income Poverty Estimates.¹⁵ DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at www.transportation.gov/RAISEgrants/raise-app-hdc.

(b) Historically Disadvantaged Communities – DOT has developed a definition of Historically Disadvantaged Communities as part of its implementation of the Justice40 Initiative and will use that definition for the purpose of this Notice. Consistent with OMB’s Interim Guidance for the Justice40 Initiative,¹⁶ Historically Disadvantaged Communities include (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States. DOT is providing a list of census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at www.transportation.gov/RAISEgrants/raise-app-hdc.

¹² See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

¹³

¹⁴ See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

¹⁵ On December 15, 2022, the 2021 Small Area Income Poverty Estimates (SAIPE) Dataset was published at <https://www.census.gov/data/datasets/2021/demo/saipe/2021-state-and-county.html>. The Department is updating its APP resources based on the 2021 SAIPE data.

¹⁶ <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>

iv. Project Components

An application may describe a project that contains more than one component and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component: (1) independently meets minimum award amounts described in [Section B](#) and all eligibility requirements described in [Section C](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. See Section D.2. for Required Approvals.

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal, of which the independent component is a part addresses, selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address to Request Application Package

Instructions for submitting applications can be found at <https://www.transportation.gov/RAISEgrants/apply> along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), the “FY 2023 RAISE Project Information Form” available at www.transportation.gov/RAISEgrants/raise-info, and individual application attachments as outlined in the table below. DOT expects the application will be submitted in the following order, using the following file names:

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	D.2	N/A
Project Information Form (in Excel)	FY 2023 RAISE Project Information Form	D.2	N/A
Project Description	Project Description	D.2.i	5 pages
Project Location File	Project Location File	D.2.ii	N/A
Project Budget	Project Budget	D.2.iii	5 pages
Funding Commitment Documentation	Funding Commitments	D.2.iii.e	N/A
Merit Criteria	Merit Criteria Narrative	D.2.iv and E.1.i	15 pages

Project Readiness	Project Readiness	D.2.v and E.1.ii	5 pages
Benefit-Cost Analysis Narrative (capital projects only)	BCA Narrative	D.2.vi and E.1. iii.	N/A
Benefit-Cost Analysis Calculations (capital projects only, could be in unlocked spreadsheet form)	BCA Calculations	D.2.vi. and E.1. iii.	N/A
Letters of Support (Optional)	Letters Of Support	D2.iv And E.1.i	N/A

DOT expects the application attachments/files be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins), and documents should be submitted in PDF, unless otherwise specified (i.e., project information form should be in Excel, and the BCA calculations could be submitted in Excel).

Instructions for each application file are below.

The application files should collectively include all information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Unsupported claims related to the selection criteria (merits, project readiness, economic benefits, etc.) will negatively affect competitiveness of the application, as described throughout Section E.2.

Supporting documents may be attached in addition to the listed files, but evaluators are not required to review supporting documents as part of the review described in Section E. DOT expects application files to include the following detailed information

i. Project Description

This file must provide a description of the project that is to be planned or constructed and should include a detailed statement of work that focuses on the technical and engineering aspects of the project, the current design status of the project, the transportation challenges that the project is intended to address, and how the project is expected address those challenges. This file may also discuss the project's history, including a description of any previously completed components. The applicant may use this file to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor.

This file should also describe the project location in a narrative fashion, including a detailed geographical description of the proposed project and map(s) of the project's location, to supplement the geographic project map provided in the project location file. The project location description should narratively identify:

- (a) whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s);
- (b) whether the project is located in a Historically Disadvantaged Community, including the relevant census tract(s);
- (c) the Census-designated urbanized area in which the project is located, if relevant;

ii. Project Location File

Applicants should submit one of the following file types with project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY2023 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile,

GEOJSON, KML/KMZ, or CSV. If an applicant needs to prepare one of these files, these are suggested instructions:

1. Open a publicly available online mapping tool for example, ([Google Earth](#) or [GEOJSON](#)).
2. Identify your project location. Use the tools to draw a line or make a point to represent the project area. The project area should include only the direct physical location of the infrastructure project; it should NOT include a broad service area or area of project impact.
3. Export, save, and attach to your application one of the acceptable formats (Shapefile, GEOJSON, KML/KMZ, CSV)

iii. Project Budget

This file should describe the budget for the RAISE project (i.e., the project scope that includes RAISE funding and matching funding if required), including information about the degree of design completion (e.g., 30 percent design) for which the cost was estimated. Applicants should carefully consider the differing funding restrictions for the BIL funding and the FY 2023 Appropriations Act funding, which could affect competitiveness and are further described in Section B. If the budget presented in the application shows a grant request greater than \$25 million, the application will be competing for only the FY 2023 Appropriations Act funding. This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for

reimbursement, as described in Section B.4, or for non-Federal funds, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing/matching funds requirements described in Section C.2. At a minimum, the project budget should include:

- (a) Total Project Costs for the FY 2023 RAISE project (see Section C.2 for definition of Total Project Cost);
- (b) FY 2023 RAISE grant funding request;
- (c) Specific source, amount, and type (grant, loan, etc.), of funds to be used for eligible project costs;
- (d) Specific sources and amounts of non-Federal funds, if included, to be used for eligible project costs;
- (e) Documentation of funding commitments for those non-Federal and other Federal funds; and
- (f) If the project is located in two or more census tracts or is located only partially within an urbanized area, the budget needs to separate the costs between the various census tracts or areas designated as urban and rural.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's expectations for award execution align with any funding restrictions unrelated to DOT, even if

an award differs from the applicant’s request. Applicants are encouraged to include the following two tables below, filled out with project details:

Table 1:

	[Component 1]	[Component 2]	Total Funding
Funding Source	Funding Amount	Funding Amount	
RAISE Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Other Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Non-Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Total:	[\$XXX]	[\$XXX]	[\$XXX]

If there is only a single component, remove “Component 2” column. If there are more than 2 components, add columns.

Table 2:

Census Tract(s)	Project Costs per Census Tract
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
	Total Project Cost: \$

Add more rows for additional census tracts, if needed.

DOT will use this table to determine which Census tracts include the majority of project costs in the context of making final APP and HDC designations.

The total project cost listed in Tables 1 and 2 should match total project cost listed throughout the application materials.

iv. Merit Criteria

This narrative file should demonstrate how the project aligns with the statutory merit criteria described in Section E.1 of this notice. DOT encourages applicants to address each

criterion. Insufficient information to assess any criterion will negatively impact the project rating. Applicants should note that merit reviewers will focus on this file and will not be required to reference the other files in the application package; therefore all relevant information to demonstrate alignment with the merit criteria as described in Section E.1.i should be included in this file. Applicants should describe the project merit criteria in the order in which they are described in the NOFO, and address each criterion separately. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants should review that section before considering how to organize their application.

(a) Safety

This section of the merit criteria application file should describe how the project aligns with the safety criterion described in Section E.1.i.(a) of this notice.

(b) Environmental Sustainability

This section of the merit criteria application file should describe how the project aligns with the environmental sustainability criterion described in Section E.1.i.(b) of this notice.

(c) Quality of Life

This section of the merit criteria application file should describe how the project aligns with the quality of life criterion described in Section E.1.i.(c) of this notice.

(d) Improves Mobility and Community Connectivity

This section of the merit criteria application file should describe how the project aligns with the mobility and community connectivity criterion described in Section E.1.i.(d) of this notice.

(e) Economic Competitiveness and Opportunity

This section of the merit criteria application file should describe how the project aligns with the economic competitiveness and opportunity criterion described in Section E.1.i.(e) of this notice.

(f) State of Good Repair

This section of the merit criteria application file should describe how the project aligns with the state of good repair criterion described in Section E.1.i.(f) of this notice.

(g) Partnership and Collaboration

This section of the merit criteria application file should describe how the project aligns with the partnership and collaboration criterion described in Section E.1.i.(g) of this notice.

(h) Innovation

This section of the merit criteria application file should describe how the project aligns with the innovation criterion described in Section E.1.i.(h) of this notice.

v. Project Readiness

This file should include a detailed project schedule for all applications.

Capital project applications that receive second-tier analysis¹⁷ will be reviewed for Project Readiness and assigned three separate readiness evaluation ratings: Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment. Therefore, the Project Readiness file for capital project applications should include information that addresses the Environmental Risk Assessment and Technical Capacity Assessment considerations as described in Section E.1.ii.a and Section E.1.ii.b. The Financial Completeness Assessment will be based on information contained throughout the budget file of the application.

Planning project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned two evaluation ratings: Technical Capacity Assessment and Financial Completeness Assessment. Therefore, the Project Readiness file for planning project applications should include information that addresses the Technical Capacity Assessment considerations as

¹⁷ The process for determining which applications receive second-tier analysis is described in Section E.2 of this notice.

described in Section E.1.ii.b. The Financial Completeness Assessment will be based on information contained throughout the budget section of the application. Environmental Risk Assessment will not be reviewed for planning applications, so planning applicants do not need to provide information related to this criterion.

The Project Readiness file should include the following sections:

(a) Environmental Risk (capital projects only)

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

i. Detailed Project Schedule

All applications should include a detailed project schedule that identifies all major milestones. For capital project applications, examples of such milestones include State and local

planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right-of-way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; public involvement; project partnership and implementation agreements, including agreements with railroads; and construction. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates. The schedule should be sufficiently detailed to demonstrate that:

1. all necessary activities will be complete to allow RAISE grant funds to be obligated¹⁸ sufficiently in advance of the administrative deadline (June 30, 2027),¹⁹ and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
2. the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2032;
3. all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and
4. the applicant has meaningfully sought community input through public involvement, particularly engaging environmental justice communities or

¹⁸ Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

¹⁹ The statutory obligation deadline is September 30, 2027. The Department assesses risk against an earlier deadline of June 30, 2027 to allow time to complete administrative processing and address challenges before the statutory deadline.

disadvantaged communities that may be affected by the project where applicable.

ii. Required Approvals

1. Environmental Permits and Reviews. The capital project application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:
 - A. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.
 - B. Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or

approval actions by other agencies,²⁰ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

- C. Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
- D. A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
- E. If applicable, for capital project right-of-way acquisition plans, with detailed schedule and compensation plan.
- F. A description of public engagement about the project that has occurred, proactively inclusive of historically disadvantaged communities, including details on compliance with environmental justice requirements and the degree to which public comments and commitments have been integrated into project development and design. Right-of-Way acquisition plans should be provided if applicable.

- 2. State and Local Approvals. The applicant should demonstrate receipt of

²⁰ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

State and local approvals on which the capital project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) funding.

3. Federal Transportation Requirements Affecting State and Local Planning.

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects,²¹ including projects located at airport facilities.²² Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the

²¹ Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan (unless National Highway Freight Program funding is identified as a source of other federal funding – States may modify their Freight Investment Plan of a State Freight Plan after award of discretionary grant funding; non-State applicants would need a letter from the State indicating intent to add to State Freight Plan for use of NHFP funding pursuant to selection). However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. The Port Planning and Investment Tool Kit is available at <https://www.maritime.dot.gov/grants-finance/marine-highways/port-planning-and-investment-toolkit-marine-highway-projects-module>

²² Projects at or near airports must be compatible with any FAA-approved Airport Layout Plan for each associated airport, applicable airport safety and airspace standards, including aeronautical surfaces associated with the landing and takeoff of aircraft at the airport, 14 CFR Part 77, and compatible land-use. Additionally, projects at an airport: must be consistent with established Sponsor Grant Assurances, including (but not limited to) requirements for non exclusive-use aeronautical facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Tool (https://ops.fhwa.dot.gov/freight/freight_analysis/mobility_trends/index.htm).

iii. Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should provide a public involvement plan demonstrating meaningful engagement of the community affected by the project, to include environmental justice communities or disadvantaged communities, where applicable. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant

should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/RAISEgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

For more information on how Capital applications will be evaluated for Environmental Risk, see Section E.1.ii.a of this NOFO.

(b) Technical Capacity (capital and planning projects)

All applications should include a section in the Project Readiness file that describes their Technical Capacity to deliver the project as described in Section E.1.ii.b of this NOFO.

vi. Economic Analysis (Benefit-Cost Analysis)

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) narrative and calculation file for capital projects only. Applicants should also review DOT's detailed guidance on how to conduct a BCA, which is available on the RAISE grant program website (see www.transportation.gov/RAISEgrants/additional-guidance).

The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by comparing its expected benefits to its expected costs, relative to a no-build scenario. Capital project applicants should provide a Benefit-Cost Analysis narrative description of their analysis as well as the calculation or analysis files used for their BCA (such as unlocked spreadsheet

files). The BCA narrative should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators.

Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms. The BCA narrative should include, at a minimum, a description of the benefits and costs to be monetized. Applicants may also provide a table similar to the one shown below summarizing the impacts of the project and how those impacts would translate into expected benefits. This is shown as an example only:

Current Status/Baseline and Problem to be Addressed	Change to Baseline	Example Impacts
A freeway divides two neighborhoods	A new street will be constructed to connect neighborhoods on each side of the freeway	Reduced travel time for pedestrians and cyclists by X miles per day due to a more direct route, as well as reduced emissions, vehicle operating costs, and travel time for vehicle occupants by lowering VMT by Y miles per year
A roadway with a high number of pedestrian fatalities has no sidewalks or marked crosswalks	Sidewalks, high visibility crosswalks, and upgraded lighting will be added to the roadway	Reduced pedestrian fatalities and injuries by X and Y per year, respectively, as well as amenity benefits of wider sidewalks for Z daily pedestrian trips

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal

award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

4. Submission Dates and Times

Applications must be submitted through Grants.gov by 11:59:59 PM Eastern on February 28, 2023. Grants.gov attaches a time stamp to each application at the time that submission is complete. Applications with a time stamp after the deadline will not be considered. The Department does not accept applications via mailed paper, fax machine, email, or other means.

To submit an application through Grants.gov, applicants must:

- (1) Obtain a Unique Entity Identifier (UEI) number;²³
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the SAM registration process takes a minimum of 2 weeks to complete. Failure to register for SAM or comply with Grants.gov applicant requirements in a timely manner will

²³ On April 4, 2022 the Federal government stopped using the Data Universal Numbering System (DUNS) number to uniquely identify entities. Entities doing business with the Federal government must use a Unique Entity Identifier (UEI) created in SAM.gov. If your entity is currently registered in SAM.gov, your UEI has already been assigned and is viewable in SAM.gov. This includes inactive registrations.

not be considered for exceptions to the submission requirements and deadline. The Department is not able to assist with technical issues related to Grants.gov or SAM registration. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1-800-518-4726.

5. Other Submission Requirements

i. Submission Location

Applications must be submitted to Grants.gov. The Department does not accept applications via mailed paper, fax machine, email, or other means.

ii. Consideration of Applications

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid, on-time applications through Grants.gov will be eligible for award.

iii. Late Applications

Any applications that Grants.gov time stamps after 11:59:59 PM on February 28, 2023 will not be accepted. Applicants are strongly encouraged to make submissions days, if not weeks, in advance of the deadline, and applicants facing technical issues are advised to contact the Grants.gov helpdesk well in advance of the deadline.

iv. Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate applications. The Department will review merit criteria for all applications. A subset of competitive capital applications (described in Section E.2) will also receive second-tier analysis consisting of three Project Readiness reviews (Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment) and an Economic (benefit-cost) Analysis. A subset of competitive planning applications (described in Section E.2) that receive second-tier analysis will be reviewed for two Project Readiness areas (Technical Capacity Assessment and Financial Completeness Assessment). Environmental Risk Assessment and Economic (benefit-cost) Analysis will not be reviewed for planning applications.

The Department does not consider cost share (the *amount* of non-Federal contribution) as a selection criterion or a competitiveness factor. However, general budget information (such as the nature of funding source or the availability of the funding) may be evaluated as part of the financial completeness in the readiness review, or under the Partnership or Innovation criteria in the merit review. See Section E.1.i.g, Section E.1.i.h, and Section E.1.ii.c for more details.

i. Merit Criteria

For each merit criterion, the Department will consider whether the anticipated benefits are clear, direct, data-driven, and significant, which will result in a rating of “high, “medium,” “low,” or “non-responsive” as described in the rubric below.

Planning grant applications will be evaluated against the same merit criteria as capital grants, however the information does not need to be as driven by data as a capital project, since data is often an outcome of the project to be planned. However, planning grant applications

should include data on the problem intended to be addressed. The Department will consider how the plan, once implemented, will ultimately further the merit criteria.

As further described in the rubric below, to receive a “high” criterion rating, the criterion must be addressed as a primary project purpose (not an ancillary or incidental consideration, except for the Partnership and Collaboration and Innovation criteria), must include clear, direct, data-driven (capital projects only), and significant benefits, and must align with at least one of the benefits described in the high column of the merit criteria rubric. To receive a “medium” criterion rating, the criterion may not be a primary project purpose, or the project benefits do not meet at least one of the requirements for a ‘high’ rating, as described in the merit criteria rubric. A “low” criterion rating means the application contains insufficient information to assess that criterion’s benefits. Projects that negatively affect the criterion or for which the application does not address the criterion will receive a “non-responsive” criterion rating.

The combination of individual criterion ratings will inform one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable, as shown below.

- Highly Recommended if six or more of the eight merit criteria ratings are “high” and none of the merit criteria ratings are “non-responsive.”
- Recommended if at least one, but no more than five, of the merit criteria ratings are “high”, no more than three of the merit criteria ratings are “low”, and none are “non-responsive.”
- Acceptable if there is a combination of “high,” “medium,” “low,” or “non-responsive” ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable.
- Unacceptable if there are three or more “non-responsive” ratings.

Selection Criteria:	Non-Responsive	Low	Medium	High
Safety	<p>Application did not address the Safety criterion</p> <p>OR</p> <p>Project negatively affects safety</p>	<p>Application contains insufficient information to assess safety benefit</p>	<p>The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Protect non-motorized or motorized travelers or communities from safety risks; or • Reduce any number of fatalities and/or serious injuries 	<p>Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Protect non-motorized travelers and communities from safety risks; or • Reduce fatalities and/or serious injuries to bring them below the state-wide average for underserved communities; or • Incorporate and cite specific actions and activities identified in the Department’s National Roadway Safety Strategy plan
Environmental Sustainability	<p>Application did not address the Environmental Sustainability criterion</p> <p>OR</p> <p>Project negatively affects environmental sustainability</p>	<p>Application contains insufficient information to assess environmental sustainability benefits</p>	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions; or • Reduce vehicle miles traveled; or • Incorporate lower-carbon pavement/construction materials; or • Redevelop brownfield sites; or • Improve resilience of infrastructure to current and future weather and climate risks; or • Make basic stormwater improvements 	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions in underserved communities; or • Address the disproportionately negative environmental impacts of transportation on underserved communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or • Align with the applicant’s State, regional, county, or city decarbonization plan; or • Implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers; or • Reduce vehicle miles traveled specifically through modal shift to transit or active transportation; or • Reduce emissions specifically by shifting freight to lower-carbon travel modes; or

Selection Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> • Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the Department (for example in the Department’s Nature-Based Solutions for Coastal Highway Resilience Implementation Guide) and other Federal resources; or • Remove, replace, or restore culverts for the purpose of improving passage of aquatic species; or • Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
Quality of Life	<p>Application did not address the Quality of Life criterion</p> <p>OR</p> <p>Project negatively affects quality of life</p>	<p>Application contains insufficient information to assess quality of life benefits</p>	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Increase affordability for travelers; or • Reduces vehicle dependence 	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or • Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including affordable housing, with multimodal transportation infrastructure; or • Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or • Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or • Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or

Selection Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> • Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or • Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or • Proactively addresses equity.
Mobility and Community Connectivity	<p>Application did not address the Mobility and Community Connectivity criterion</p> <p>OR</p> <p>Project negatively affects mobility and community connectivity</p>	<p>Application contains insufficient information to assess mobility and community connectivity benefits</p>	<p>Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Increase accessible transportation choices; or • Include ADA improvements 	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or • Implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; or • Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or • Include transportation features that increase the accessibility for non-motorized travelers for underserved communities, such as through a Complete Streets approach; or • Incorporate Universal Design including details of how the improvements go beyond ADA requirements; or • Directly increasing intermodal and multimodal freight movement; or • Consider last-mile freight plans in a Complete Streets and multimodal approach

Selection Criteria:	Non-Responsive	Low	Medium	High
Economic Competitiveness and Opportunity	<p>Application did not address the Economic Competitiveness and Opportunity criterion</p> <p>OR</p> <p>Project negatively affects economic competitiveness and opportunity</p>	<p>Application contains insufficient information to assess economic competitiveness and opportunity benefits</p>	<p>Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Improve travel time reliability; or • Improve movement of goods; or • Create jobs related to the project's delivery and on-going operations 	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Inclusive economic development such as the utilization of Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or • Promote wealth building; or • Promote long-term economic growth and other broader economic and fiscal benefits; or • Promote robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union, expand training programs, and implement policies such as targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions; or • Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development
State of Good Repair	<p>Application did not address the State of Good Repair criterion</p> <p>OR</p> <p>Project negatively affects state of good repair</p>	<p>Application contains insufficient information to assess state of good repair benefits</p>	<p>Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Routine or deferred maintenance; or • Create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or • Identify the party responsible for maintenance and describe how the 	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or • Reduce construction and maintenance burdens through efficient and well-integrated design; or • Create new infrastructure in remote communities that will be maintained in a state of good repair; or • Address current or projected system vulnerabilities for underserved communities; or

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>new or improved asset(s) will be maintained in a state of good repair; or</p> <ul style="list-style-type: none"> Resolve the current or projected system vulnerabilities 	<ul style="list-style-type: none"> Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint
Partnership and Collaboration	<p>Application did not address the Partnership and Collaboration criterion</p> <p>OR</p> <p>Project negatively affects partners or community members (e.g. negative impacts from ROW acquisition, lack of support for the project, etc.)</p>	<p>Application contains insufficient information to assess the partnership and collaboration benefits</p>	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> Collaborate with public and/or private entities; or Document support from local, regional, or national levels 	<p>Project has, or demonstrates plans to, support and engage diverse people and communities that go above and beyond, by doing one or more of the following:</p> <ul style="list-style-type: none"> Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or Partner with Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or Partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships; or Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or

Selection Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> • Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or • Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or • Participate in a non-DOT Federal capacity-building program, such as the Department of Housing and Urban Development’s Thriving Communities Technical Assistance or the Environmental Protection Agency’s Environmental Justice Thriving Communities Technical Assistance Centers Program.
Innovation	<p>Application did not address the Innovation criterion.</p> <p>OR</p> <p>Includes non-innovative practices or components</p>	<p>Application contains insufficient information to assess innovation benefits</p>	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> • Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u> 	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <ul style="list-style-type: none"> • Innovative Technologies <ul style="list-style-type: none"> ○ Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks; or ○ Use low-carbon materials; or ○ Use caps, land bridges, or underdecks • Innovative Project Delivery <ul style="list-style-type: none"> ○ Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, congestion management, asset management, or long-term operations and maintenance • Innovative Financing <ul style="list-style-type: none"> ○ Secure TIFIA, RRIF, or private activity bond financing; or ○ Use congestion pricing or other demand management strategies

a. Safety

DOT will assess how the project targets a known safety problem and seeks to protect motorized or non-motorized travelers and communities from safety risks. Applicants are highly encouraged to include data-driven information when addressing the safety criterion such as the current and projected number or rate of crashes, fatalities and/or serious injuries among transportation users and how those compare to the statewide average; details about the transportation user that will reap the safety benefits such as whether the project addresses vulnerable roadway users²⁴ or whether the project addresses inequities in crash victims. If applicable, applicants should describe how the project incorporates specific actions and activities identified in DOT's National Roadway Safety Strategy.²⁵

b. Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the project planning or project delivery stage. Environmental justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

DOT will evaluate whether and how the project demonstrates environmental sustainability benefits. For this assessment, DOT will consider, for example, how the project will significantly reduce transportation-related pollution like air pollution and greenhouse gas emissions; aligns with the applicant's State, regional, county or city carbon-reduction plan; address the

²⁴ As defined by FHWA's Vulnerable Road User Safety Assessment Guidance, a vulnerable road user is a nonmotorist and may include people walking, biking, or rolling as well as highway workers on foot in a work zone.

²⁵ www.transportation.gov/NRSS

disproportionate negative environmental impacts of transportation such as exposure to elevated levels of air, water, and noise pollution; or implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers.

DOT will assess whether and how the project is expected to reduce emissions, such as shifts to lower emissions vehicles, transit, or active transportation; shift freight to lower-carbon travel modes to reduce emissions; improve the resiliency of at-risk infrastructure²⁶ to withstand extreme weather events and natural disasters caused by climate change such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the Department (for example, in the Department's Nature-Based Solutions for Coastal Highway Resilience Implementation Guide); or incorporates lower-carbon pavement/construction materials.

DOT will also consider whether and how the project will incorporate energy efficient investments such as electrification or zero emission vehicle infrastructure; redevelop brownfield sites; remove, replace or restore culverts to improve passage of aquatic species; or avoid adverse impacts to air or water quality, wetlands, and endangered species. If applicable, applicants are encouraged to make floodplain upgrades consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, *Climate-Related Financial Risk* (86 FR 27967) and 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (80 FR 6425.)

²⁶ For the RAISE program, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

c. Quality of Life

DOT will consider whether and how the project will improve quality of life, such as by increasing affordable transportation choices and expanding active transportation usage or significantly reducing vehicle dependence; reduce transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure; coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; reduce vehicle dependence and improve access to daily destinations such as jobs, healthcare, grocery store, schools, places of worship, recreation, or parks such as by adding new facilities that promote walking, biking; implement transit-oriented development that benefits existing residents and businesses; mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or proactively address racial equity.²⁷

d. Mobility and Community Connectivity

DOT will assess whether and how the applicant will improve mobility and community connectivity. For this assessment, DOT will consider, for example, how the project will address system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; include transportation features that increase accessibility for non-motorized travelers, such as through a Complete Streets approach; incorporate Americans with Disabilities Act (ADA) or Universal Design improvements; directly

²⁷ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

increase intermodal and multimodal freight movement; or considers last-mile freight plans in a Complete Streets and multimodal approach.

e. Economic Competitiveness and Opportunity

DOT will assess whether and how the project will improve economic competitiveness and opportunity. For this assessment, DOT will consider, for example, how the project will improve intermodal or multimodal freight mobility, especially for supply chain bottle necks; facilitate tourism; include inclusive economic development such as the utilization use of Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; promote wealth building; promote long-term economic growth and other broader economic and fiscal benefits; promote robust job creation by supporting good-paying jobs with free and fair choice to join a union in project construction and in on-going operations and maintenance; invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences²⁸ that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions; improve travel time reliability; improve the movement of goods; or support logistic jobs related to terminal, warehouse, or manufacturing industries. DOT will evaluate the extent to which the project will promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development.

²⁸ IJJA div. B § 25019 provides authority to use geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable State and local laws, policies, and procedures. Project labor agreement should be consistent with the definition and standards outlined in Executive Order 13502.

f. State of Good Repair

DOT will assess whether and to what extent the project improves state of good repair. For this assessment, DOT will consider, for example, how the project will mitigate current or projected system vulnerabilities; restore and modernize (such as through road diets and Complete Streets approaches) the existing core infrastructure assets that have met their useful life; reduce construction and maintenance burdens through efficient and well-integrated design; create new infrastructure *in remote communities* that will be maintained in a state of good repair; prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint; conduct routine or deferred maintenance; create new infrastructure (*not in a remote community*) that will be maintained in a state of good repair; or identify the party responsible for maintenance and how the new or improved asset(s) will be maintained in a state of good repair.

The Department encourages applicants to improve the condition and safety of existing state and locally owned transportation infrastructure within the right-of-way before proposing projects that add new general purpose travel lanes serving single occupancy vehicles.

g. Partnership and Collaboration

DOT will consider the extent to which the project has or will support and engage diverse people and communities. For this assessment, DOT will consider, for example, how the project has or will collaborate with public and/or private entities; documents support from local, regional, and/or national levels; engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the project (for example, whether and how the project incorporates best practices from the Department's Promising Practices for Meaningful Public Involvement in Transportation

Decision-Making Guide);²⁹ coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; partners with Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; partner with high-quality workforce development programs with supportive services³⁰ to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment; partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements; or partners with communities, or community groups representative of historically underrepresented groups, to develop workforce strategies; or establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity. DOT will assess the level of detail and description provided about the partnerships listed above. Applications that provide more details and descriptions about the project partnership will be rated higher than those that do not, in alignment with the merit rating rubric.

DOT will consider whether the applicant is participating in a non-DOT Federal capacity-building program as part of the Thriving Communities Network³¹ which includes Department of

²⁹ <https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making>

³⁰ Supportive services are critical to help women and people facing systemic barriers to employment be able to participate and thrive in training and employment. Recommended supportive services include childcare, tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking.

³¹ <https://www.transportation.gov/federal-interagency-thriving-communities-network>

Housing and Urban Development’s Thriving Communities Technical Assistance³² and the Environmental Justice Thriving Communities Technical Assistance Centers Program.³³

Applications that include right-of-way acquisition plans that minimally disrupts communities and maintains community cohesion will be more competitive than right-of-way acquisition plans that disrupt communities. For projects involving other Federal agencies, or requiring action from other Federal agencies, DOT will consider the level of involvement and commitment from those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

h. Innovation

Consistent with DOT’s Innovation Principles to support workers, allow for experimentation and learn from failure, provide opportunities to collaborate, and be flexible and adapt as technology changes, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing. Applicants should provide enough detail to determine whether the innovations being deployed are new or innovative to the applicant or community. If an applicant is proposing to adopt innovative technology or other innovative practices, DOT will assess whether the applicant’s capacity to implement those innovations, the applicant’s understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline. If this project is the first time the applicant or community will

³² https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy22_tc

³³ <https://www.epa.gov/environmentaljustice/environmental-justice-thriving-communities-technical-assistance-centers>

deploy specific innovations, DOT will consider them innovative, regardless of whether other applicants or communities have incorporated these innovations into standard/routine practice.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, DOT will consider whether and how the applicant demonstrates that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, DOT will consider whether the vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, DOT will consider applications that do one of the following more competitive than applications that do not: either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

1. Innovative Technologies

DOT will consider how projects enhance the environment for connected, electric, and automated vehicles to improve the detection, mitigation, and documentation of safety risks. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.³⁴

³⁴ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review process to accelerate project delivery. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance, for example through private sector funding or financing, using congestion pricing or other demand management strategies to address congestion, securing a TIFIA or RRIF loan, or receiving an allocation for private activity bonds through DOT's Build America Bureau.

ii. Demonstrated Project Readiness

Capital project applications that receive second-tier analysis³⁵ will be reviewed for Project Readiness and assigned three evaluation ratings: Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment. Planning project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned two evaluation ratings: Technical Capacity Assessment and Financial Completeness Assessment. (Environmental Risk Assessment will not be performed for planning applications). Low ratings

³⁵ The process for determining which applications receive second-tier analysis is described in Section E.2 of this notice.

in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

(a) Environmental Risk

Environmental Risk Assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation as described in Section D of the NOFO, and results in a rating of "high risk," "moderate risk," or "low risk".

(b) Technical Capacity

The Technical Capacity Assessment will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including, but not limited to, the recipient's experience working with Federal agencies, civil rights compliance, previous experience with DOT discretionary grant awards and/or the technical experience and resources dedicated to the project. This review is partially based on information submitted with the application and partially based on DOT Operating Administration knowledge of the applicant's performance. Technical Capacity ratings will be one of the following: "certain," "somewhat certain," or "uncertain." DOT will assign the highest rating of "certain," if the applications demonstrate that: the applicant has extensive experience with Federal funds; the applicant has extensive experience completing projects with similar scope; the applicant has the resources to deliver the project; the project has minimal or no incomplete ROW acquisition; and the project will comply with all applicable Federal requirements including but not limited to Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).

(c) Financial Completeness

The Financial Completeness Assessment reviews the availability of funding for the project and whether the applicant presented a complete funding package. Financial Completeness ratings are: “complete,” “partially complete,” or “incomplete.” DOT will assign the highest rating of “complete,” if the application identifies funding sources for the full project budget, indicates the funding level of commitment or availability, includes documented support such as letters of commitment, and indicates a plan to address potential cost overruns (by including an explicit contingency amount with a source, or otherwise). DOT will also consider whether the applicant indicated the level of design that the project is based on. Projects with funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates without specified budget contingencies may receive a lower rating. All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns.

iii. Economic Analysis of Project Costs and Benefits

For capital projects that receive second-tier analysis, DOT will consider the costs and benefits of projects seeking RAISE grant funding in determining whether a project is cost effective. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project’s estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project as either negative net benefits (costs exceed benefits) or positive net benefits (benefits exceed costs.) Projects with negative net benefit ratings will not be selected for an award, unless the

project has unquantified benefits that demonstrate clear outcomes for underserved communities, as identified by the Senior Review Team.³⁶

iv. Additional Considerations

The BIL requires DOT to consider geographical and modal diversity when selecting RAISE grant awards.

2. Review and Selection Process

This section explicitly addresses the BIL requirement to describe the methodology for evaluation in the NOFO. The RAISE grant program review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Technical Capacity Assessment, Environmental Risk Assessment, Financial Completeness Assessment); Economic Analysis; and Senior Review. The Secretary makes final project selections.

Teams comprising Department and contractor staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in Section E.1.i. Using the rubric described in section E.1.i, the combination of eight merit criteria ratings will result in one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable.

The Senior Review Team (SRT) reviews all “Recommended” projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. The SRT can advance a “Recommended” project only if

- (1) the project received a “high” in one or more of the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life, and the benefits in that criterion are exceptional; or

³⁶ The Senior Review Team, and its role in the application evaluation and selection process, is described in section E.2 of this notice.

(2) if the SRT provides additional information to demonstrate that a criterion has benefits that are aligned with a “high” rating for one or more of the priority merit criteria listed above (whether or not the Merit Review Team assigned a “high” rating) and the benefits in that criterion would be exceptional.

Senior Operating Administration staff and OST staff may make recommendations to the SRT for which projects should advance based on exceptional benefits of a particular priority criterion.

“Highly Recommended” projects automatically advance for second-tier analysis.

“Recommended” projects designated a “Reconnecting Extra” project under the FY 2022 Reconnecting Communities Program competition that receive at least one “High” in a priority criterion during the FY 2023 RAISE application evaluation process will automatically advance for second-tier analysis.

Second-tier analysis for capital projects consists of (1) an Economic Analysis; (2) an Environmental Risk Assessment; (3) a Financial Completeness Assessment and (4) Technical Capacity Assessment.

Second-tier analysis for planning projects consists of (1) a Financial Completeness Assessment and (2) a Technical Capacity Assessment.

Following completion of second-tier analysis, the SRT determines which projects are designated as Highly Rated. The Secretary selects projects from the Highly Rated List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity.

The BIL mandates that RAISE grant award selections be announced by June 28, 2023.

Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project’s evaluation. Due to overwhelming

demand, the Department is unable to provide a RAISE award to every competitive project that applies. The Department will identify “Projects of Merit” with the aim of encouraging sponsors with competitive projects that do not receive an FY 2023 RAISE award to consider applying in future rounds of funding. Projects for which a RAISE application is advanced by the Senior Review Team on the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” This designation provides the sponsors of these projects the opportunity to receive additional technical assistance that encourages sponsors with competitive projects to apply in the future.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/RAISEgrants. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following

that announcement, the relevant operating administration will contact the point of contact listed in the SF-424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2023 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

i. Administrative Requirements

Please visit <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements> for the General Terms and Conditions for FY 2022 RAISE awards. The FY 2023 RAISE Terms and Conditions will be similar to the FY 2022 RAISE Terms and Conditions, but it will include relevant updates consistent with this notice.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal

law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must

involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R generally apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://www.transportation.gov/grants/raise/raise-fy2022-fhwa-exhibits-october-18-2022>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

ii. Program Requirements

(a) Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent

with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities in Section E (b) or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses climate change and environmental justice.

(b) Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities listed in Section E.1.i.c, or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses racial equity and barriers to opportunity.

(c) Labor and Work

Each applicant selected for RAISE grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards as described in Section E. Projects that have not sufficiently considered job quality and labor rights, standards, and protections in their planning, as determined by the Department, will be required to do so, to the full extent possible under the law, before receiving funds for construction, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052,

Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335). RAISE funds may not be used to support or oppose union organizing.

(d) Critical Infrastructure Security and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats. Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Presidential Improving Cybersecurity for Critical Infrastructure Control Systems. Information on cybersecurity performance goals can be found at <https://www.cisa.gov/cpg>. These performance goals provide a baseline set of cybersecurity practices broadly applicable across critical infrastructure with known risk-reduction value, a benchmark for critical infrastructure operators to measure and improve their cybersecurity maturity, and a combination of recommended practices for IT and OT owners, including a prioritized set of security practices. Additionally, funding recipients must comply with 2 CFR § 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

(e) Domestic Preference Requirements

As expressed in Executive Order 14005, ‘Ensuring the Future Is Made in All of America by All of America’s Workers’ (86 FR 7475), the executive branch should maximize, consistent with

law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to domestic preference requirements based on the Operating Administration that administers the project, including 23 U.S.C. 313 (FHWA projects); 49 U.S.C. 5323(j) (FTA projects); 49 U.S.C. 22905(a) (FRA projects); and section 70914(a) of the Build America, Buy America Act (all projects). The Department expects all applicants to comply without needing a project-specific waiver for domestic preference requirements.

(f) Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR part 21), the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI program plan, completed Community Participation Plan (alternatively called a Public Participation Plan), and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT's and the applicable Operating Administrations' Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements. Recipients are encouraged to demonstrate that they have a plan in place that demonstrates action to create an inclusive workplace environment with a commitment to equal opportunity and freedom from harassment.³⁷

³⁷ This could include provisions that prohibit unlawful discrimination against people with former justice involvement; efforts to prevent hostility and harassment based on race, color, religion, sex, sexual orientation, gender identity, national origin, and disability; training on anti-harassment and third-party reporting procedures, and robust anti-retaliation measures, covering employees and contractors.

(g) Federal Contract Compliance

As a condition of grant award and consistent with EO 11246, Equal Employment Opportunity (30 FR 12319, and as amended), all Federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) is charged with enforcing Executive Order 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans' Readjustment Assistance Act of 1974. OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP's Mega Construction Project Program from a wide range of Federally assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award. Under that partnership, OFCCP will ask these project sponsors to make clear to prime contractors in the pre-bid phase that project sponsor's award terms will require their participation in the Mega Construction Project Program. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined

under “Scheduling” on the Department of Labor website:

<https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

ii. Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project’s performance based on performance indicators DOT identifies related to program goals (e.g., travel time savings, greenhouse gas emissions, passenger counts, level of service, etc.) and other information as requested by DOT. Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

iii. Program Evaluation

As a condition of grant award, RAISE grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or

outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The Department may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR § 200)

iv. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any

period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/RAISEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the

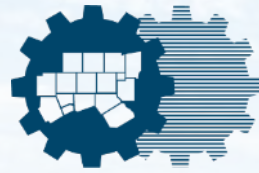
applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI);” (2) mark each page that contains confidential information with “CBI;” (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

Pete Buttigieg

Issued in Washington D.C. on January 3, 2023



NCTCOG PRESENTATION

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) – FY 23

JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) –
ACTION ITEM**

January 27, 2023

FY 23 RAISE GRANT PROGRAM – OVERVIEW

Funding Availability

\$115 Million
Planning Grants

\$2.16 Billion
Capital Grants

50% / 50%
Urban / Rural Areas

Cost Sharing (Federal)

Up to 80%
Urban Areas

Up to 100%

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

Maximum Award

\$25 Million
– per Project (All)

\$45 Million
– per Project (FY 23 only)

\$345 Million
– per State ($\leq 15\%$)

Minimum Award

\$5 Million
Urban Areas (Capital)

\$1 Million
Rural Areas (Capital)

No Minimum
Planning Grants

Applicant Eligibility

1. State / Territorial Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (or political subdivision)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (including Port)
6. Multi-Jurisdictional Group of Above Entities

Application Limit – Three per Agency

Project Eligibility

1. Highway, Bridge, or Road (Title 23)
2. Public Transportation (Chapter 53 of Title 49)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (incl. inland / land ports of entry)
5. Airport Surface Transportation (pt. B, subtitle VII, Title 49)
6. Stormwater Runoff Improvement (aquatic species habitat)
7. Tribal Surface Facility (vested Federal title / maintenance)
8. TOD / Non-Motorized / Mobility On-Demand

Other Details

FY 22 RCP “Reconnecting Extra” projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 23 RAISE 2nd tier analysis.

Application Deadline – February 28, 2023

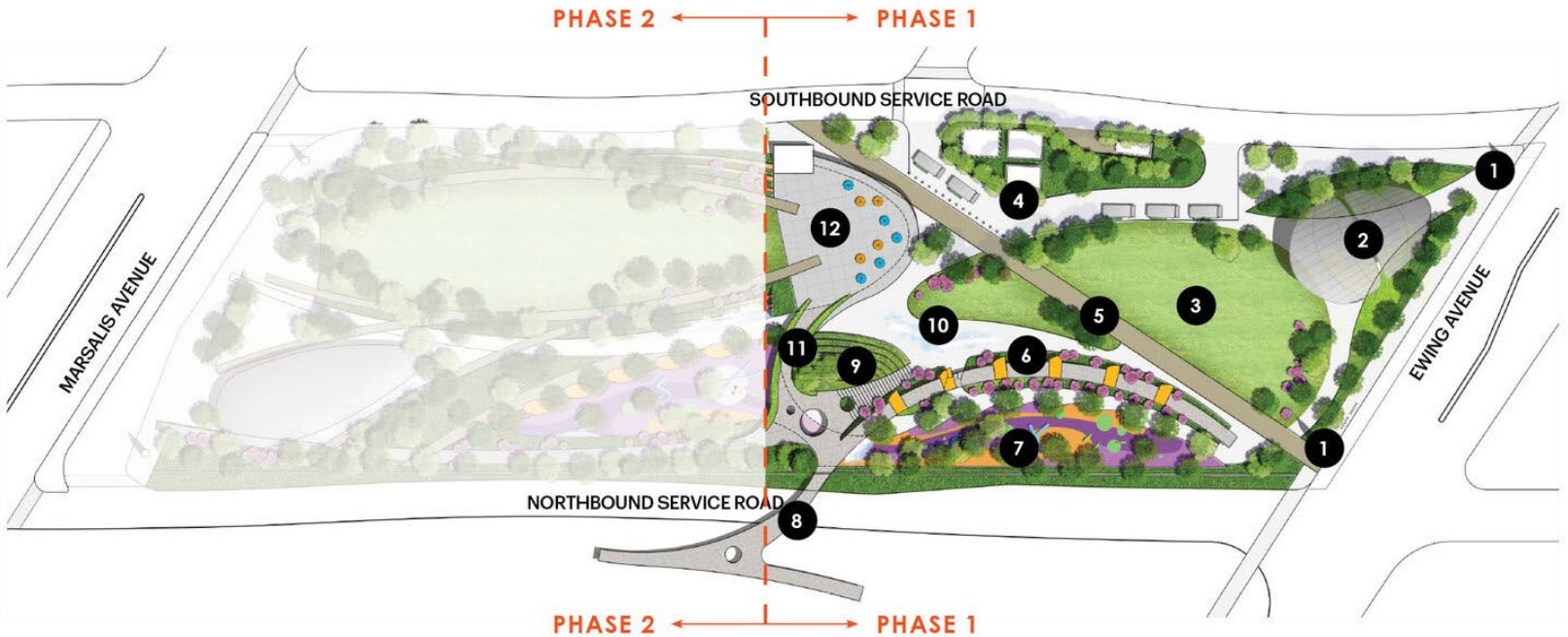
Award Announcement – June 28, 2023

Obligation Deadline – September 30, 2027

Expenditure Deadline – September 30, 2032



FY 23 RAISE CANDIDATE #1- SOUTHERN GATEWAY DECK PARK- PHASE 2.0



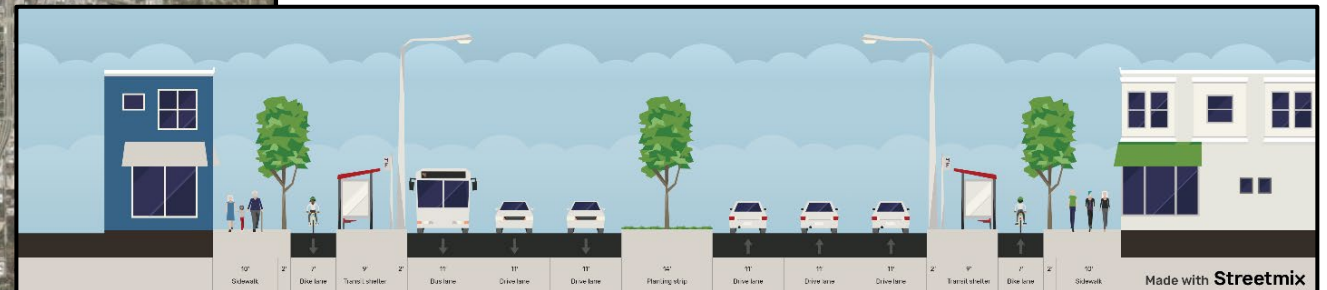
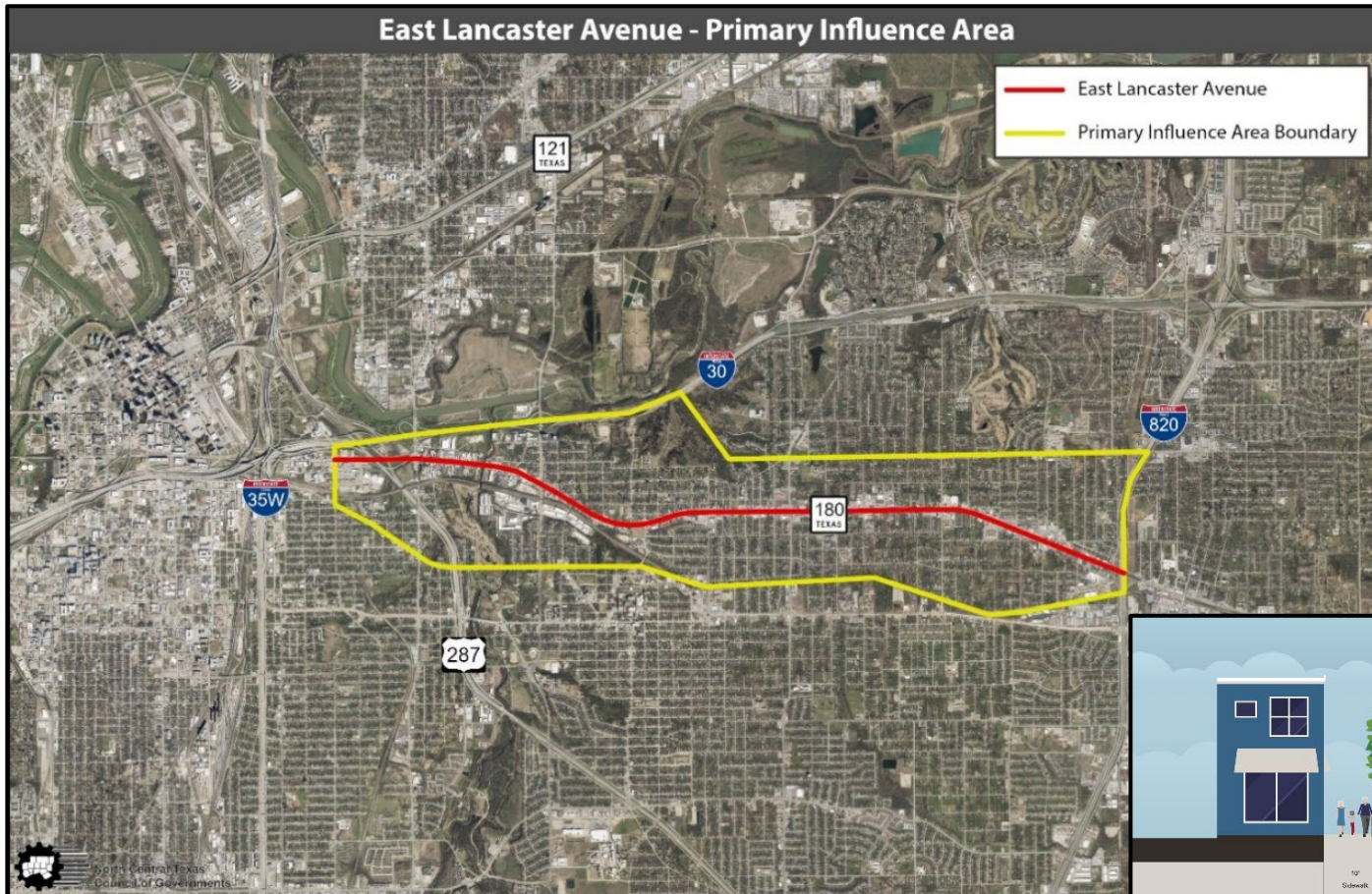
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| 1 Iconic Element | 4 Park Drive (Food Trucks) | 7 Play | 10 Water Feature |
| 2 Stage Pavilion | 5 12th Street Entrance | 8 Zoo Bridge | 11 Restrooms |
| 3 Lawn | 6 Escarpment Feature | 9 History Stairs | 12 Flex Building |



FY 23 RAISE CANDIDATE #2– KLYDE WARREN PARK – PHASE 2.0



FY 23 RAISE CANDIDATE #3- EAST LANCASTER AVENUE COMPLETE STREETS & TRANSIT TECHNOLOGY PROJECT



FY 23 RAISE GRANT PROGRAM – CANDIDATE PROJECTS & FUNDING REQUESTS

PROJECT			COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	RAISE Grant	%	
FY 23 RAISE CANDIDATE PROJECTS – NCTCOG									
Southern Gateway Deck Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements to expand deck park over to Marsalis Avenue bridge.	EAST	N/A	\$20,000,000 ¹	30%	\$7,000,000 ²	\$40,000,000	70%	\$67,000,000
Klyde Warren Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements for Pavilion Deck / 2 nd Level Plaza & West Lawn Deck.	EAST	N/A	\$18,045,600 ³	23%	\$36,800,000 ⁴	\$24,968,890	77%	\$79,814,490
East Lancaster Avenue Complete Streets & Transit Technology Project	Reconstruct aging East Lancaster Avenue (Pine Street – IH 820) into a context-sensitive multimodal corridor, with accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for East Fort Worth.	WEST	\$30,000,000 ⁵	\$12,000,000 ⁶	23%	\$115,000,000 ⁷	\$25,000,000	77%	\$182,000,000
FY 23 RAISE CANDIDATE PROJECT – LOCAL/REGIONAL PARTNERS (with NCTCOG funding requests)									
Cotton Belt Trail – DART / NCTCOG Partnership ⁸	DART / NCTCOG partnership to construct Cotton Belt Trail segments in Richardson & Plano connecting to / from multiple DART Silver Line Rail stations.	EAST	N/A	\$10,480,000	26%	\$4,720,000	\$25,000,000	74%	\$40,200,000

1. **Construction:** Combined funds from City of Dallas, Dallas County, & Southern Gateway Park Foundation
2. **Engineering:** Surface Transportation Block Grant (STBG) + Transportation Development Credits (TDC) for match
3. **Construction:** \$7,899,100 – City of Dallas; \$1,300,900 – Dallas County; \$8,845,600 – Woodall Rodgers Park Foundation
4. **Construction:** \$36,800,000 STBG (includes \$10,000,000 of RTC's contribution to be paid back over time)

5. **Engineering, Right-of-Way (ROW), & Utilities:** TxDOT State Funds
6. **Utilities:** \$2,000,000 (Franchise); **Construction:** \$10,000,000 City of Fort Worth (2022 Bond Program)
7. **Construction:** \$40,000,000 Existing TxDOT Federal (Cat 2) + \$75,000,000 New TxDOT Federal (Cat 2) to be requested in Unified Transportation Program (UTP)/10-Year Plan
8. Per STTC Action – Item #4 (January 2023):
Cotton Belt: \$10,480,000 = \$1,950,000 local match + \$1,030,000 betterments + \$7,500,000 DART (exchanged for RTC Federal)
NCTCOG: \$4,720,000 = previously awarded Transportation Alternative (TA) Set-Aside funds



FY 22 FEDERAL GRANT OUTCOMES – STATUS OF SUBMITTED NCTCOG PROJECTS

- International Parkway Advanced Mobility Program (NCTCOG / DFW Airport)
 - Not selected for FY 22 RAISE
 - Additional local funds identified to expedite project with local design-build procurement
- South Dallas County Inland Port (SDCIP) Multimodal Connectivity
 - Not selected for FY 22 Multimodal Discretionary Grant Program (MPDG) INFRA / RURAL
 - Plan to resubmit for FY 23 MPDG INFRA / RURAL (Spring 2023)
- IH 30 Downtown Dallas “Canyon” (NCTCOG / TxDOT)
 - Not selected for FY 22 MPDG INFRA / MEGA
 - Will coordinate with TxDOT on plan to resubmit for FY 23 MPDG INFRA / MEGA (Spring 2023)
- Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge
 - USDOT review ongoing for FY 22 Bridge Investment Program (BIP) – Small Bridge Projects (< \$100M)
- Martin Luther King, Jr. / Cedar Crest Boulevard
 - USDOT review ongoing for FY 22 Safe Streets and Roads For All (SS4A) Program
- Prairie Creek Road / Union Pacific Rail (UPRR) Grade Separation
 - USDOT review ongoing for FY 22 Railroad Crossing Elimination Program (RCEP)



FY 23 RAISE GRANT PROGRAM – SCHEDULE

November 30, 2022	FY 23 RAISE Notice of Funding Opportunity (NOFO) Released
January 12, 2023	RTC Information – Director’s Report (Item #7)
January 27, 2023	STTC Action – FY 23 RAISE Projects
February 9, 2023	RTC Action – FY 23 RAISE Projects
February 10, 2023	Deadline to Request RTC Letters of Support (Nicholas Allen – nallen@nctcog.org)
February 23, 2023	Executive Board Action
February 28, 2023	FY 23 RAISE Application Deadline
June 28, 2023	FY 23 RAISE Award Announcement Deadline (USDOT)



FY 23 RAISE GRANT PROGRAM – REQUESTED STTC ACTION

- Request Regional Transportation Council (RTC) approval of:

Submittal of proposed projects for funding consideration through FY 23 RAISE Discretionary Grant Program, as defined on slide #6 (green)

Administratively amend NCTCOG / State Transportation Improvement Programs (TIP / STIP) and other planning / administrative documents to include proposed projects, if selected for FY 23 RAISE Grant awards



CONTACT INFORMATION

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Karla Windsor

Senior Program Manager
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KWindsor@nctcog.org



USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division
January 10, 2023

300 East 8th Street, Suite 826
(512) 536-5900
(512) 536-5990

Sent via electronic mail

In Reply Refer To:
HDA-TX

FY 2023-2026 Statewide Transportation Improvement Program (FY 2023-2026 STIP)
US 75 (SH 121 to IH 635)
CSJs 0047-06-163, 0047-06-158 and 0047-07-232

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

At the request of the North Central Texas Council of Governments (NCTCOG), we are providing confirmation of our understanding of proposed FY 2023-2026 STIP revisions related to US 75. While we have not yet approved the existing FY 2023 2026 STIP entries, we do not take exception to the proposed project descriptions, as noted below:

CSJ 0047-06-163; limits from: Bethany Drive; limits to: SH 121; Phase: C
Existing Project Description - Remove HOV lanes and add Technology lanes.
Proposed Project Description - Construct HOV lanes and implement Technology lanes to include construction of gantries and establishment of HOV operation consistent with 23 USC 166; existing 8 general purpose lanes remain 8 general purpose lanes.

CSJ 0047-06-158; limits from: Dallas County Line; limits to: Bethany Drive: Phase: C
Existing Project Description - Remove HOV lanes and add Technology lanes.
Proposed Project Description - Extend HOV lanes from Spring Creek Parkway to Bethany Drive and implement Technology lanes to include construction of gantries and change in HOV operation consistent with 23 USC 166; existing 8 general purpose lanes remain 8 general purpose lanes.

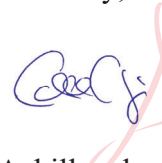
CSJ 0047-07-232; limits from: IH 635; limits to: Collin County Line; Phase: C
Existing Project Description - Remove HOV lanes and add Technology lanes.
Proposed Project Description - Implement Technology lanes to include construction of gantries, removal of pylons and change in HOV operation consistent with 23 USC 166; existing 8 general purpose lanes remain 8 general purpose lanes.

Our opinion, as no action is being taken with this letter, is based on the 2022 Update to Mobility 2045 (MPO IDs 23.40.1 to 23.40.5 and 23.50.1), as found to conform on December 15, 2022.

For your convenience, a copy of our January 7, 2019, letter to NCTCOG is enclosed given its HOV relevance and continued applicability.

For additional information, please contact Barbara Maley at (512) 536-5926, Jose Campos at (512) 536-5932 or Michael Leary at (512) 536-5940.

Sincerely,

 Digitally signed
by ACHILLE
ALONZI
Date: 2023.01.10
15:14:17 -06'00'

Achille Alonzi
Division Administrator

Enclosure

cc:

FHWA– Texas Division

Edward Ofori, Mike Leary, Jose Campos and Barbara Maley

TxDOT

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.

Janie Temple and Laura Norton

Casey Wells, Phillip Tindall and Brigida Gonzalez

Environmental Affairs Division (ENV)

Doug Booher

Tim Wood and Glendora Lopez

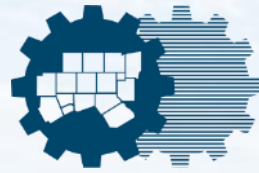
Dallas District (DAL)

Ceason Clemens

NCTCOG

Michael Morris

Christie Gotti



NCTCOG PRESENTATION

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) – FY 23

JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) –
ACTION ITEM**

January 27, 2023

FY 23 RAISE GRANT PROGRAM – OVERVIEW

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Up to 100%

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6. Stormwater Runoff Improvement (aquatic species habitat)
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Other Details

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Application Deadline – February 28, 2023

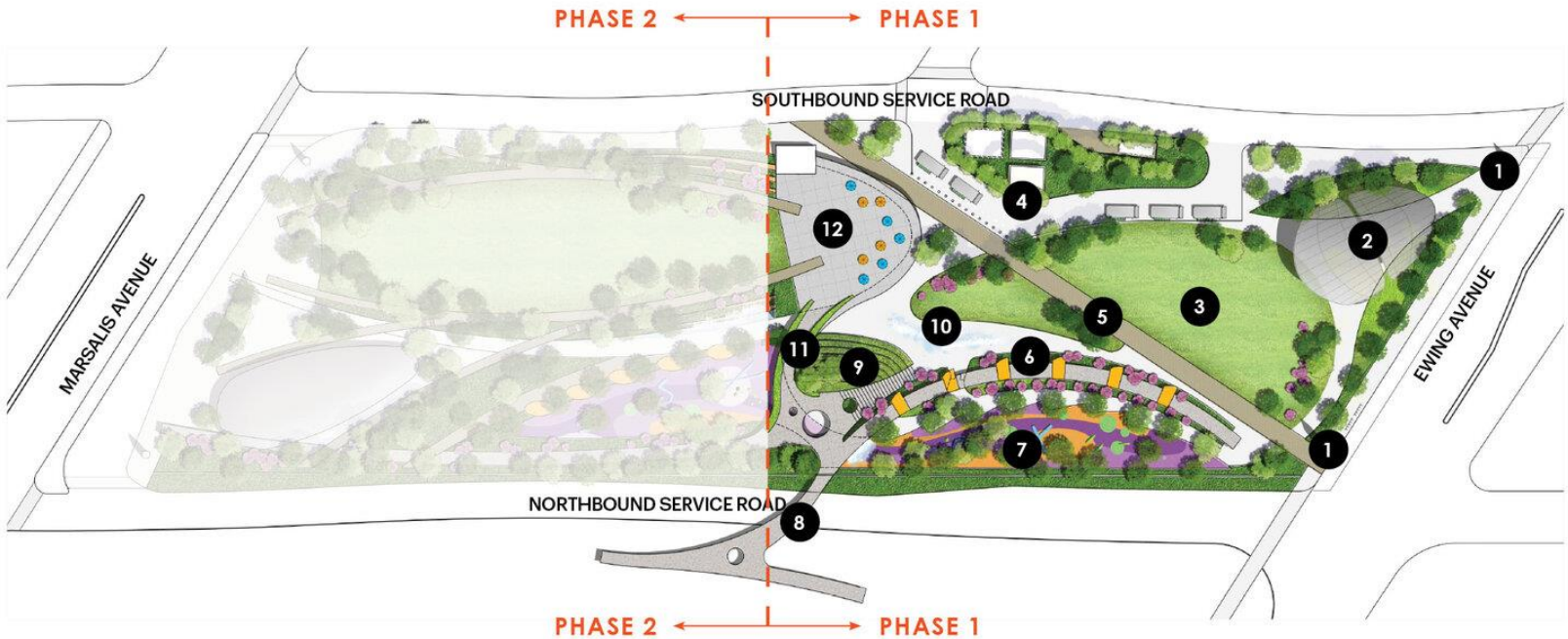
Award Announcement – June 28, 2023

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FY 23 RAISE CANDIDATE #1- SOUTHERN GATEWAY DECK PARK- PHASE 2.0

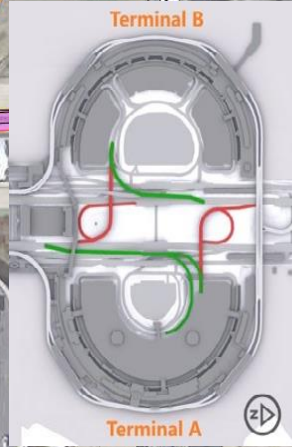


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FY 23 RAISE CANDIDATE #2– KLYDE WARREN PARK – PHASE 2.0





FY 23 RAISE GRANT PROGRAM – CANDIDATE PROJECTS & FUNDING REQUESTS

PROJECT			COST / FUNDING STATUS									
TITLE	DESCRIPTION / LIMITS	E / W	NON-FEDERAL					FEDERAL				TOTAL COST
			NCTCOG	City of Dallas	Dallas County	Other	%	NCTCOG	Other	RAISE Grant	%	
FY 23 RAISE CANDIDATE PROJECTS – NCTCOG												
Southern Gateway Deck Park – Phase 2.0	Construct foundational structural, safety, multimodal transportation, & hardscape elements to expand deck park over to Marsalis Ave. bridge.	EAST	\$7,000,000 ¹	\$25,000,000 ²	\$5,000,000 ³	\$5,000,000 ⁴	63%	N/A	N/A	\$25,000,000	37%	\$67,000,000
Klyde Warren Park – Phase 2.0 ⁵	Construct foundational structural, safety, multimodal transportation, & hardscape elements for Pavilion Deck / 2 nd Level Plaza & West Lawn Deck.	EAST	N/A	\$7,899,100	\$1,300,900	\$8,845,600	23%	\$36,800,000	N/A	\$24,968,890	77%	\$79,814,490
Intl. Pkwy. Advanced Mobility Program	Reconstruct ramps / bridges for safe & reliable access to DFW Airport Terminals A & B with future electric / autonomous vehicle accommodations.	WEST	N/A	N/A	N/A	\$25,916,414 ⁶	51%	N/A	N/A	\$25,000,000	49%	\$50,916,414
FY 23 RAISE CANDIDATE PROJECTS – LOCAL/REGIONAL PARTNERS (with NCTCOG funding requests)												
Cotton Belt Trail – DART / NCTCOG Partnership ⁷	Construct Cotton Belt Trail segments in Richardson & Plano connecting to / from multiple DART Silver Line Rail stations.	EAST	NA	N/A	N/A	\$10,480,000	26%	\$4,720,000	N/A	\$25,000,000	74%	\$40,200,000

1. RTC Local – Engineering
2. Dallas 2024 Bond Program – Construction
3. 7th MCIP Call for Projects – Construction
4. Southern Gateway Park Foundation – Construction

5. Scope / Cost / Funding attributes same as FY 22 RCP application
6. DFW Airport (\$10,953,566 – Engineering; \$1,504,176 – Utilities; \$13,458,672 – Construction)
7. Per STTC Action – Item #4 (January 2023)

Cottonbelt: (\$10.48M = \$1.95M of local match + \$1.03M betterments + \$7.5M DART local (exchanged for RTC federal))
(\$4.72M = previously awarded TA funds)



FY 23 RAISE GRANT PROGRAM – SCHEDULE

November 30, 2022	FY 23 RAISE Notice of Funding Opportunity (NOFO) Released
January 12, 2023	RTC Information – Director’s Report (Item #7)
January 27, 2023	STTC Action – FY 23 RAISE Projects / Funding Contributions
February 9, 2023	RTC Action – FY 23 RAISE Projects / Funding Contributions
February 23, 2023	Executive Board Action
February 28, 2023	FY 23 RAISE Application Deadline
June 28, 2023	FY 23 RAISE Award Announcement Deadline (USDOT)



FY 23 RAISE GRANT PROGRAM – REQUESTED STTC ACTION

- Request Regional Transportation Council (RTC) approval of:

Submittal of proposed projects for funding consideration through the FY 23 RAISE Discretionary Grant Program, as defined on slide #6

Administratively amend NCTCOG / State Transportation Improvement Programs (TIP / STIP) and other planning / administrative documents to include proposed projects, if selected for FY 23 RAISE Grant awards

Allocation of new RTC funds to support local / regional partner-submitted FY 23 RAISE projects, as also defined on slide #6



CONTACT INFORMATION

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USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

December 15, 2022

Refer to: HPP-TX

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO) Transportation Conformity Determination
Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update
and FY 2023-2026 Transportation Improvement Program

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update (Mobility 2045 – 2022 Update) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) adopted by the Metropolitan Planning Organization's Regional Transportation Council on June 9, 2022. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- that the Mobility 2045 – 2022 Update and FY 2023-2026 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- that the Mobility 2045 – 2022 Update satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans in air quality non-attainment areas; and
- that the FY 2023-2026 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of TIPs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: December 14, 2022, for TCEQ, December 14, 2022, for TxDOT and December 14, 2022, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action restarts the four-year time clock associated with a four-year plan update. Accordingly, an updated MTP and corresponding transportation conformity demonstration will be required by December 15, 2026.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932, Barbara Maley at Barbara.Maley@dot.gov or (512) 536-5926 or Krystal Lastrape at Krystal.Lastrape@dot.gov or (512) 536-5922.

Sincerely yours,



Digitally signed
by ACHILLE
ALONZI
Date: 2022.12.15
17:32:14 -06'00'

Achille Alonzi
Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Donald Koski	David Bartels
Lynn Hayes	Marc Oliphant

Federal Highway Administration, Texas Division (FHWA-TX)

TX-PPD	Michael Leary, Jose Campos, Barbara Maley, Krystal Lastrape
TX-OPS	Valeria Arocho, Ujval Patel
TX-Finance	

United States Environmental Protection Agency, Region 6 (EPA)

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Noel Paramanantham

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO)

Duncan Webb, Chairman, RTC

Mike Eastland, NCTCOG


Michael Morris, Transportation Director, NCTCOG

Regional Transit

Nadine Lee, Dallas Area Rapid Transit (DART)

Paul Cristina, Denton County Transportation Authority (DCTA)

Richard Andreski, Trinity Metro



ADMINISTRATIVE REVISIONS TO MOBILITY 2045: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS - 2022 UPDATE

Revisions based on NCTCOG review, public
comments, and conformity partner comments

June/December 2022

For questions or comments, please contact:

email: mobilityplan@nctcog.org

Internet: <http://www.nctcog.org/trans/mtp/2045>

Phone: 817.695.9240 (metro)

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
1 - Chisholm Trail Parkway	31.20.3	Chisholm Trail Pkwy	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 Rd	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$1,900,000,000
2 - Collin County Loop	110.25.1	Collin County	SH289/Preston Rd	US 75	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1
2 - Collin County Loop	110.30.1	Collin County Loop (North)	US 75	SH 121	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1
2 - Collin County Loop 34 - Outer Loop (East)	111.10.2	Collin County Loop (East) Collin County Loop	CR 637	FM 2755/CR 588 Birch Street			2 (Frtg-C) 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.2 111.10.1
3 - Denton County Loop	110.10.1	Denton County Loop (Greenbelt Pkwy)	IH 35	Dallas North Tollway			2 (Frtg-C)	6 (Frwy), 6 (Frtg-D)		\$675,000,000
4 - DFW Connector	9.10.1	SH 360	SH 121	Stone Myers Pkwy	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, 2/3 SB (Frtg-D)	11 (Frwy) + 8 CD, 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
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 \$625,000,000
4 - DFW Connector	11.80.1	SH 121	SH 360	Hall-Johnson Rd	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 (Frtg-C)	6 (Frtg-C)		\$882,500,000

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
5 - DNT Extension	21.10.2	Dallas North Tollway	FM 428	US 380			6 (Toll),	8 (Toll),		Included w/ 21.10.1
					4 (Frtg-C)	4 (Frtg-C)	6/8 (Frtg-C)	6/8 (Frtg-C)		
6 - DNT Widening	21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Toll),	4 (Toll),	6 (Toll),	8 (Toll),		\$99,999,992
					4 (Frtg-C)	6 (Frtg-C)	6 (Frtg-C)	6 (Frtg-C)		
6 - DNT Widening	21.10.4	Dallas North Tollway	PGA Parkway	SRT (SH 121)	6 (Toll),	8 (Toll),	8 (Toll),	8 (Toll),		Included w/ 21.10.3
					4/6 (Frtg-C)	6 (Frtg-C)	6 (Frtg-C)	6 (Frtg-C)		
7 - East Branch	39.10.1	SH 190	IH 30/PGBT	IH 20			6 (Toll),	6 (Toll),		\$1,300,000,000
							4 (Frtg-D)	4 (Frtg-D)		
8 - Horizon Gateway	38.20.1	US 67	IH 20	Belt Line Road	6 (Frwy),	6 (Frwy),	6 (Frwy),	6 (Frwy) + 1 (ExL-R),		\$55,000,000
					4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)	2/8 (Frtg-C)		
9 - IH 20 (Dallas County)	30.80.1	IH 20	PGBT WE (SH161)	Robinson Road	8 (Frwy),	8 (Frwy),	8 (Frwy),	10 (Frwy),	Operational Improvements/ Bottleneck Removal	\$67,500,000
					4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)		
9 - IH 20 (Dallas County)	30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy),	8 (Frwy),	8 (Frwy),	10 (Frwy),	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
					4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)		
9 - IH 20 (Dallas County)	30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy)	8 (Frwy),	10 (Frwy),	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
							4/6 (Frtg-C)	4/6 (Frtg-C)		
10 - IH 20 (Parker County)	30.10.2	IH 20	Spur 312	Ric Williamson Memorial Hwy	4 (Frwy),	4 (Frwy),	4 (Frwy),	6 (Frwy),	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
					2/6 (Frtg-D)	2/6 (Frtg-D)	2/6 (Frtg-D)	4/6 (Frtg-C)		
10 - IH 20 (Parker County)	30.10.3	IH 20	Ric Williamson Memorial Hwy	SH 171	4 (Frwy),	4 (Frwy),	4 (Frwy),	6 (Frwy),	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
					2/6 (Frtg-D)	2/6 (Frtg-D)	2/6 (Frtg-D)	4/6 (Frtg-C)		
10 - IH 20 (Parker County)	30.10.4	IH 20	SH 171	US 180	4 (Frwy),	4 (Frwy),	6 (Frwy),	6 (Frwy),	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)		
10 - IH 20 (Parker County)	30.20.1	IH 20	IH 30	E of IH 30 (Tarrant County Line)	4 (Frwy)	4 (Frwy)	6 (Frwy)	6 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.10.1

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
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 Pkwy (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 Pkwy (Tarrant County Line)	PGBT WE (SH161)	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 Rd	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 Rd	US 80	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3
13 - IH 30 (East)	28.70.2	IH 30	US 80	Motley Drive	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.60.3
13 - IH 30 (East)	28.70.3	IH 30	Motley Drive	IH 635	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3
13 - IH 30 (East)	28.70.5	IH 30	IH 635	Bobtown Rd	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 \$175,404,753
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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
14 - IH 30 (Hunt County)	28.100.3	IH 30	Spur 302	E of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C) 4 (Frtg-D)		\$100,000,000
15 - IH 30 (Rockwall County)	28.90.1	IH 30	Dalrock Rd (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 (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
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 Ln	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 Ln	Cooks Ln	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Ln	Cooper St	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 St	Duncan Perry Rd	6 (Frwy) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 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
16 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Rd	PGBT WE (SH161)	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 \$619,000,000
17 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy) + 1 (HOV-R)	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), 2/6 (Frtg-D)		Included w/ 28.60.1

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
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 \$223,700,000
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 Pkwy	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
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 Frwy/ Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$1,650,000,000
20 - IH 35	3.10.1	IH 35	Denton Co Line (N) FM156	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 \$1,400,000,000
20 - IH 35	3.20.1	IH 35	FM 156	State Loop 288 (N 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 (N 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
21 - IH 35E (Lowest Stemmons)	7.60.6	IH 35E	Oak Lawn Avenue	Woodall Rodgers Frwy/ 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
21 - IH 35E (Lowest Stemmons)	7.70.1	IH 35E	Woodall Rodgers Frwy/ 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 (S 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 (S 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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
22 - IH 35E (North)	7.10.3	IH 35E	US 77	State Loop 288	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.4	IH 35E	State Loop 288	Corinth Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.5	IH 35E	Corinth Parkway	FM 407	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.6	IH 35E	FM 407	SRT (SH 121)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.20.1	IH 35E	SRT (SH 121)	PGBT	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 (ML/T-C) + 8 CD, 2/6 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.30.1	IH 35E	PGBT	IH 635	6 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-D)		Included w/ 3.20.3
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 Dr	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 Dr	Market Center Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		Included w/ 7.60.1
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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
23 - IH 35E Stemmons	130.20.2	IH 635 (West)	West of Luna Rd	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/ 7.50.1
24 - IH 35W (North)	5.10.1	IH 35W	IH 35W/IH 35E	State Loop 288 (S of Denton)	4 (Frwy), 2 SB (Frtg-D)	4 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 5.10.2
24 - IH 35W (North)	5.10.2	IH 35W	State Loop 288 (S of Denton)	SH 114	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,000,000,000
24 - IH 35W (North)	5.20.1	IH 35W	SH 114	Eagle Pkwy	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 \$810,000,000
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 Pkwy	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 Pkwy	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), 2/4 (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
26 - IH 45/SM Wright	27.10.2	IH 45	Grand Ave	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	S.M. 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 Ln/Miller Rd	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		\$1,600,000,000
27 - IH 635 (East)	131.10.2	IH 635 (East)	Royal Ln/Miller Rd	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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
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 Rd	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 Rd	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
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
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)	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
31 - Midtown Express/SH 183	22.10.2	SH 183	FM 157	SH 360	6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D)	6 (Frwy) + 3 (ML/T-C), 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
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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
31 - Midtown Express/SH 183	22.30.1	SH 183	PGBT WE (SH161)	SH 356/Belt Line Rd	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 Rd	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 Pkwy	US 81/287	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.40.1	IH 35W	US 81/287	Basswood Blvd	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.40.2	IH 35W	Basswood Blvd	IH 820	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.50.1	IH 35W	IH 820	SH 183	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.50.2	IH 35W	SH 183	SH 121	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.60.1	IH 35W	SH 121	IH 30	8 (Frwy) + 2 (ML/T-C), 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
24 - PGBT (North) 35 - 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 34 - Outer loop (East)	111.10.1	Collin County Loop (East) Collin County Loop	US 380	CR 637			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$2,000,000,000
35 - Rockwall/Kaufman County Loop 34 - Outer loop (East)	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 34 - Outer loop (East)	111.20.1	Rockwall County Loop	IH 30	Rockwall/Kaufman CL			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1
35 - Rockwall/Kaufman County Loop 34 - Outer loop (East)	111.30.1	Kaufman County Loop	Rockwall/Kaufman CL	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
36 - SH 114 (Dallas County)	12.50.2	SH 114	SH 161	Northwest Hwy (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 Hwy (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)	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 Dr	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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
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 Rd	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 (Pkh-C), 2 (Pkh-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 (SH161)	SH 360/Sublett Rd			4 CD (Toll)	4 CD (Toll)		\$363,000,000
41 - SH 170	10.20.1	SH 170	IH 35W	Roanoke Rd	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 Rd	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 Ave	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)		\$282,500,000
42 - SH 199	14.20.8	SH 199	Azle Ave	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 Rd	East of Lone Star Rd (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 Rd	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 Rd	Debbie Ln	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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
43 - SH 360 Toll Road	9.40.3	SH 360	Debbie Ln	Broad St	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 St	Heritage Pkwy	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 Pkwy	US 287	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)		Included w/ 9.40.2
44 - SH 360 Toll Road Extension	9.50.1	SH 360	US 287	US 67			4 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		\$218,200,000
45 - SH 360 Widening	9.10.2	SH 360	Stone Myers Pkwy	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)		\$77,000,000
46 - Southeast Connector	1.50.3	US 287	Berry St	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 Rd	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 Dr	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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
46 - Southeast Connector	151.30.2	IH 820 (East)	Meadowbrook Dr	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
47 - Southern Gateway	7.90.1	IH 35E	US 67	Ann Arbor Ave	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 Ave	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-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$11,303,000 \$15,100,000
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	E of FM 428		4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$23,602,950

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
50 - State Loop 288 (East)	100.20.2	State Loop 288	E of FM 428	Kings Row			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$236,029,500
50 - State Loop 288 (East)	100.20.3	State Loop 288	Kings Row	US 380			6 (Frwy),	6 (Frwy),		\$212,426,550
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 \$110,000,000
51 - State Loop 288 (West)	103.10.1	State Loop 288	John Paine Rd	(US 380 West of Denton)			2 (Frtg-C)	4 (Frtg-C)		\$107,369,625
51 - State Loop 288 (West)	103.10.2	State Loop 288	IH 35W (South of Denton)	John Paine Rd	2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)		\$24,306,008
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 Rd	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
54 - US 287 (Ellis County)	1.90.1	US 287	Prairie Ridge Blvd	Old Fort Worth Rd/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 Pkwy	BU 287 (W of Waxahachie)			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$158,750,000

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
54 - US 287 (Ellis County)	1.100.3	US 287	BU 287 (W 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 St	BU 287 (E 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 (E 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 Rd		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 Rd	BU 287 (W Ennis)	4 (Rural) 4 (Frtg-D)	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 Rd	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	S of Ramhorn Hill Road (Wise County Line)	S of Avondale Haslet Rd	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	S of Avondale Haslet Rd	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 Rd	Russell Curry Rd	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		\$90,000,000
56 - US 287 (South)	1.60.3	US 287	Russell Curry Rd	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 Dr	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 Dr	Broad St	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 St	Lone Star Rd	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)		\$123,000,000

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
57 - US 380 Farmersville Bypass	2.140.1	US 380 Farmersville Bypass	CR 560	E of CR 698/CR 699 W of CR 698/CR 699			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
57 - US 380 Farmersville Bypass	2.140.2	US 380 Farmersville Bypass	E of CR 698/CR 699 W of CR 698/CR 699	CR 698/CR 699 (Hunt CL) E of CR 698/CR 699 (Hunt CL)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.1	US 380	W of Legacy Dr	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
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	W of CR 337			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.130.1	US 380	E 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 Dr	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	2.110.2	US 380	W of CR 337	E of CR 406			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
60 - US 380 Princeton Bypass	2.120.1	US 380 Princeton Bypass	E of CR 406	E 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

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

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost*
62 - US 75 Technology Lanes	23.40.1	US 75	SRT (SH 121) (S)	Exchange Pkwy	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 Pkwy	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 Pkwy	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 Pkwy	15th Street	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1
62 - US 75 Technology Lanes	23.40.5	US 75	15th Street	PGBT / SH 190	8 (Frwy) + 2 (HOV-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1
62 - US 75 Technology Lanes	23.50.1	US 75	PGBT	IH 635	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$14,564,315
63 - US 80	32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,400,000,000
63 - US 80	32.10.2	US 80	IH 635	Belt Line Rd	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 Rd	FM 460	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 32.10.1
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 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 32.10.1
63 - US 80	34.10.1	Spur 557	US 80	IH 20	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 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

Change made to listing after RTC adoption

(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; (ML/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 driveways 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 improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity

INT ID	Agency	Facility	Connection	Year Open	Description	Total Project Cost*
30.31.1	NTTA	IH 20	Chisholm Trail Parkway	2036	Direct Connectors New Direct Connectors 1 lane EB IH20 to SB CTP 1 lane NB CTP to WB IH 20 1 lane EB SH 183 to SB CTP 1 lane NB CTP to WB SH 183	\$32,500,000
30.131.1	TxDOT Dallas	IH 20	IH 635/US 175	2036	Reconstruct	\$225,000,000
28.190.1	TxDOT Dallas	IH 30	Bass Pro Dr	2028	Reconstruct	\$146,500,000
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	\$2,000,000
3.506.1	TxDOT Dallas	IH 35	FM 455	2036	Reconstruct	\$25,400,000
3.120.1	TxDOT Dallas	IH 35	W Windsor Dr	2036	New Interchange	\$22,225,000
7.510.1	TxDOT Dallas	IH 35E	Butcher Rd	2026	Reconstruct	\$39,391,866
7.480.1	TxDOT Dallas	IH 35E	Dobbs Rd/Lake Sharon Dr	2036	New Interchange	\$19,819,388 \$84,000,000
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	\$21,852,102
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	\$33,208,123
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	\$40,000,000 \$70,000,000
27.560.1	TxDOT Dallas	IH 45	FM 664	2028	New Interchange	\$52,661,328 \$98,000,000
27.554.1	TxDOT Dallas	IH 45	Fulghum Rd	2028	Reconstruct	\$4,000,000
27.550.1	TxDOT Dallas	IH 45	Wintergreen Rd	2028	Reconstruct	\$4,000,000
7.130.1	TxDOT Dallas	IH 635	IH 35E	2039	Reconstruct	\$574,000,000
12.525.1	TxDOT Dallas	SH 114	US 377	2028	New Interchange	\$53,389,100
11.540.1	TxDOT Dallas	Spur 399	SH 5	2036	New Interchange	\$43,652,625
17.28.1	TxDOT Dallas	State Loop 12	IH 30	2036	Reconstruct	\$272,610,983
17.12.1	TxDOT Dallas	The Diamond (SL 12)	SH 114	2028	Improvements	\$400,000,000
36.580.1	TxDOT Dallas	US 175	FM 148	2036	New Interchange	\$22,225,000
36.590.1	TxDOT Dallas	US 175	Lake June	2036	Reconstruct	\$31,750,000
1.503.1	TxDOT Dallas	US 287	Walnut Grove Road	2028	Reconstruct	\$23,753,323
38.598.1	TxDOT Dallas	US 67	Lake Ridge Pkwy	2036	New Interchange	\$75,000,000
6.38.1	TxDOT Dallas	US 67	State Loop 9	2036	New Interchange	\$25,400,000
23.130.1	TxDOT Dallas	US 75	IH 635	2045	Improvements	\$1,237,500
23.510.1	TxDOT Dallas	US 75	Ridgeview Drive	2026	New Interchange	\$41,400,000
31.586.1	TxDOT Fort Worth	Chisholm Trail Parkway	Worth Creek Parkway	2026	New Interchange	\$20,000,000
31.38.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	US 67	2026	New Interchange	\$23,400,000
30.568.2	TxDOT Fort Worth	IH 20	Bentley Rd	2026	New Interchange	\$21,000,000
30.568.1	TxDOT Fort Worth	IH 20	Walsh Ranch Pkwy	2026	New Interchange	\$21,000,000 \$32,000,000
28.30.1	TxDOT Fort Worth	IH 30	IH 20	2025	New Interchange	\$34,194,000
5.160.1	TxDOT Fort Worth	IH 35W	FM 917	2026	Reconstruct	\$28,200,000
5.150.1	TxDOT Fort Worth	IH 35W	IH 820 NE	2036	Reconstruct	\$75,000,000
5.10.1	TxDOT Fort Worth	IH 35W	SH 170	2040	New Interchange	\$60,000,000

INT ID	Agency	Facility	Connection	Year Open	Description	Total Project Cost*
14.153.1	TxDOT Fort Worth	IH 820	SH 199	2030	Reconstruct	\$212,000,000
14.160.1	TxDOT Fort Worth	SH 199	Azle Avenue	2030	Reconstruct	\$5,512,357
14.161.1	TxDOT Fort Worth	SH 199	Hodgkins Rd	2030	Reconstruct	\$1,684,300
14.200.1	TxDOT Fort Worth	SH 199	Love Circle	2024	Reconstruct	\$76,554,300
14.250.1	TxDOT Fort Worth	SH 199	Rankin Rd	2024	Reconstruct	\$4,238,000
14.225.1	TxDOT Fort Worth	SH 199	Surfside Dr	2024	Reconstruct	\$4,464,300
9.539.1	TxDOT Fort Worth	SH 360	Randol Mill Rd	2036	Reconstruct	\$50,000,000
1.582.1	TxDOT Fort Worth	US 287	FM 1810	2026	New Interchange	\$21,000,000
1.536.1	TxDOT Fort Worth	US 81/US 287	North Tarrant Pkwy/Harmon Road	2026	Reconstruct	\$39,000,000
1.581.4	TxDOT Fort Worth	US 81/US 287	NRS Ranch Road	2033	Grade Separation	\$13,400,000
1.12.2	TxDOT Fort Worth	US 81/US 287	SH 114	2028	Direct Connectors New Direct Connectors 1 lane NB US 287 to EB SH 114 1 lane WB SH 114 to SB US 287	\$45,280,000

Change made to listing after RTC adoption

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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
			Shiloh Road/Spring Creek Pkwy	Parker Road						
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 Rd	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 Rd	Sachse Rd	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 Pkwy	4	4	4	4	\$37,135,658
1.680.275	TxDOT Dallas	Collin	SH 5	North of Industrial Blvd/Eldorado Pkwy	Industrial Blvd/Eldorado Pkwy	2/2	2/2	2/2	2/2	\$5,141,840
1.680.300	TxDOT Dallas	Collin	SH 5	Industrial Blvd/Eldorado Pkwy	Stewart Road	4	4	6	6	\$38,205,892
1.680.315	TxDOT Dallas	Collin	SH 5	Stewart Road	SP 399	2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.680.325	TxDOT Dallas	Collin	SH 5	SP 399	Indian Springs Road	2	2	4	4	\$24,226,638
										\$60,000,000
1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	2	4	6	\$12,500,000
										\$54,000,000
1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	Jct. SH 205/John King Blvd. (N. Goliad)	2	4	4	6	\$81,317,218
1.740.200	TxDOT Dallas	Collin	SH 78	East of SH 160	SH 160	2	2	4	4	\$5,815,800
1.740.300	TxDOT Dallas	Collin	SH 78	SH 160	FM 6	4	4	6	6	\$174,904,800
1.742.150	TxDOT Dallas	Collin	Outer Loop	US 380	CR 637	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.742.200	TxDOT Dallas	Collin	Outer Loop	CR 637	FM 2755	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.745.350 *	TxDOT Dallas	Collin	SH 121	East Of SH 5	SH 5	2/2	2/2	2/2	2/2	\$15,130,778
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 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.650	TxDOT Dallas	Collin	Outer Loop **	Dallas North Tollway	SH 289/Preston Rd	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$804,000,000
2.150.675	TxDOT Dallas	Collin	Outer Loop	SH 289/Preston Rd	US 75	0	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways
						2 (Frtg)				
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	W of Legacy Dr	SH 289	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways
				E of Legacy Dr						
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	Airport Rd	New Hope Rd	4	4	6	6	\$33,993,296
2.225.665	TxDOT Dallas	Collin	US 380	New Hope Rd	West of Tarvin Rd	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.670	TxDOT Dallas	Collin	US 380	West of Tarvin Road	CR 490	4	4	6	6	\$76,362,281
2.225.675	TxDOT Dallas	Collin	US 380	CR 490	E of CR 560	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.680	TxDOT Dallas	Collin	US 380	E of CR 560	CR 608 Hamilton Street	4	4	6	6	Included w/ Freeways/Tollways
2.225.690	TxDOT Dallas	Collin	US 380	CR 608 Hamilton Street	S Main Street	4	4	4	6	\$2,250,000
2.225.700	TxDOT Dallas	Collin	US 380	S Main Street	CR 698/CR 699 (Hunt County Line)	4	4	4	6	\$12,500,000
					W of CR 698/CR 699 (Hunt County Line)					
2.225.725 *	TxDOT Paris	Hunt	US 380	W of CR 698/CR 699 (Hunt County Line)	E of CR 698/CR 699 (Hunt County Line)	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
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	Willwood 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
								4/4		
1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North Of Spring Valley Road	6	6	6	8	\$3,750,000

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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	6	6	6	\$6,866,761
1.585.310	TxDOT Dallas	Dallas	Riverfront Blvd	Reunion Blvd	IH 30	8	6	6	6	\$10,105,799
1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	\$23,160,000
1.587.275	TxDOT Dallas	Dallas	Houston Street	Elm Street	Commerce Street	3	3	4	4	\$897,500
1.590.200	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Commerce Street	Crockett Street	6	6	6	8	\$1,500,000
1.590.275	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Marilla Street	IH 30	4/4	6	6	6	\$1,488,319
1.590.300	TxDOT Dallas	Dallas	Cesar Chavez Blvd	IH 30	Corinth Street	3/3	6	6	6	\$1,997,481
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 Pkwy	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	Included w/ Freeways/Tollways
1.600.260	TxDOT Dallas	Dallas	Coit Road	Coit 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 Hwy	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 Kingsley Road	4	6 4	6	6	\$54,371,305 \$68,000,000
1.655.275	TxDOT Dallas	Dallas	Belt Line Road	Lake June Road	Pioneer Road	2	2	6	6	\$14,934,400
1.655.400	TxDOT Dallas	Dallas	Belt Line Road	Simonds Road	Post Oak Road	2	2	4	4	\$15,724,200
1.655.425	TxDOT Dallas	Dallas	Belt Line Road	Post Oak Road	IH 45	2	2	4	4	\$17,375,600
1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	4	6	6	\$27,571,200
1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	0	4	4	\$574,400
1.740.625	TxDOT Dallas	Dallas	East Grand Avenue	East Grand Ave	Winslow Avenue	5	5	6	6	\$1,077,000
1.740.650	TxDOT Dallas	Dallas	East Grand Avenue	Beacon Street	IH 30	4	4	6	6	\$1,364,200
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	Chiesia 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 D/Forest Lane	Marion Drive	Garland Ave	3/3	3/3	4/3	4/3	\$1,148,800
2.370.450	TxDOT Dallas	Dallas	SH 66 Avenue D-EB/SH 66 Avenue D-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
2.410.200	TxDOT Dallas	Dallas	Spur 348 **	SH 114	West of Riverside Drive	4	4	3/3 (Frtg)	N/A	Included w/ Freeways/Tollways
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 St	N Sowers Road	Oconnor Road	3/2	3/2	2/2	2/2	\$3,086,300
2.440.300	TxDOT Dallas	Dallas	Irving Blvd/2nd St	Oconnor Road	Strickland Plaza	2/3	2/3	2/2	2/2	\$17,488,800
2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	4	6	\$3,000,000
2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	4	6	6	\$5,528,600
2.515.400	TxDOT Dallas	Dallas	Commerce Street/Elm Street	Erway Street	Cesar Chavez Blvd	3/4	3/4	5/5	5/5	\$1,220,600
2.520.525	TxDOT Dallas	Dallas	SH 180 Main Street	SH 161	S Belt Line Road	4	2	2	2	\$30,000
2.605.275	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	Merrifield Road	4	4	4	6	\$17,500,000
2.605.300	TxDOT Dallas	Dallas	Mountain Creek Parkway	Merrifield Road	Illinois Avenue	4	4	4	6	\$3,500,000
2.615.400	TxDOT Dallas	Dallas	Camp Wisdom Road	FM 1382	Camp Wisdom Rd	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	Danielsdale Road	East of Cockrell Hill Road	Westmoreland Road	2	2	6	6	\$7,467,200
2.625.290	TxDOT Dallas	Dallas	Danielsdale Road	Westmoreland Road	Old Hickory Trail	2	2	6	6	\$7,180,000
2.625.300	TxDOT Dallas	Dallas	Danielsdale Road	Old Hickory Trail	Hampton Road	2	2	4	4	\$3,590,000
2.625.325	TxDOT Dallas	Dallas	Danielsdale Road	Hampton Road	Polk Street	2	2	4	4	\$7,036,400
2.625.350	TxDOT Dallas	Dallas	Danielsdale 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

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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 Included w/ Freeways/Tollways
2.700.225	TxDOT Dallas	Dallas	State Loop 9	IH 35E	IH 45	0	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	\$212,599,800
2.700.275	TxDOT Dallas	Dallas	State Loop 9	IH 45	US 175	0	0	2 (Frtg)	3/3 (Frtg)	\$175,000,000
2.700.300	TxDOT Dallas	Dallas	State Loop 9	US 175	South Of IH 20	0	0	2 (Frtg)	3/3 (Frtg)	\$62,500,000
2.700.350	TxDOT Dallas	Dallas	State Loop 9	South Of IH 20	IH 20	0	0	1/1 (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
1.430.225	TxDOT Dallas	Denton	Vintage Boulevard	IH 35W	Bonnie Brae St	2	2	4	4	\$11,344,400
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
1.475.210	TxDOT Dallas	Denton	FM 2499	FM 2181	South Of FM 2181	4	4	6	6	\$1,866,800
1.475.225	TxDOT Dallas	Denton	FM 2499	South of FM 2181	FM 407	4	4	6	6	\$32,669,000
1.480.100	TxDOT Dallas	Denton	State Loop 288	E of FM 428	Kings Row	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.480.175	TxDOT Dallas	Denton	State Loop 288	Audra Ln	Prominence Parkway	2/2	2/2	3/3	3/3	\$1,077,000
1.523.110	TxDOT Dallas	Denton	US 377	North of E Northside Dr	S Washington Street	2	2	6	6	\$42,500,000
1.523.120	TxDOT Dallas	Denton	US 377	US 377 S Washington Street	FM 428	2	2	6	6	\$118,170,122
1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	2	6	6	\$103,658,000
1.540.160	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	FM 2164 US 77	University Dr US 380	3/2	3/2	2/2	2/2	\$2,441,200
1.540.180	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	Hickory Street	Eagle Drive	2/3	2/3	3/3	3/3	\$1,938,600
1.540.190	TxDOT Dallas	Denton	US 377 Elm Street	Eagle Drive	Carroll Blvd	4	4	6	6	\$1,292,400
1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	2	6	6	\$93,334,433
1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	2	4	4	\$73,235,382
1.540.240	TxDOT Dallas	Denton	US 377	Marshall Creek Road	SH 114	4	4	4	4	\$7,536,000
1.540.260	TxDOT Dallas	Denton	US 377	North of Byron Nelson Blvd	Parish Lane	2	4	4	4	\$12,050,000
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 Pkwy **	IH 35	US 377	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Pkwy **	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 Included w/ Freeways/Tollways
2.190.300	TxDOT Dallas	Denton	State Loop 288	IH 35	E of FM 428	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
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 Pkwy/Championship Dr	4	4	3/3	3/3	\$70,247,012
2.225.500	TxDOT Dallas	Denton	US 380	Teel Pkwy/Championship Dr	W of Legacy Dr E of Legacy Dr	4	4	3/3	3/3	Included w/ Freeways/Tollways \$128,200,000
2.270.200	TxDOT Dallas	Denton	FM 1171	West of FM 156	East of FM 156	0	0	6	6	\$1,750,000
2.270.225	TxDOT Dallas	Denton	FM 1171	East of FM 156	West of PR 4720	0	0	4	4	\$60,000,000
2.270.235	TxDOT Dallas	Denton	FM 1171	West of PR 4720	IH 35W	2	2	6	6	\$950,000
2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	4	6	6	\$2,728,400
2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of Holford's Prairie Rd	0	4	4	4	\$15,502,609
2.286.350	TxDOT Dallas	Denton	Corporate Drive	East of Holford Prairie Rd	SH 121 SRT	4	4	4	4	Included w/ 2.286.360
2.286.360	TxDOT Dallas	Denton	Corporate Drive	SH 121 SRT	FM 2281 Old Denton Road	3	4	4	4	\$6,843,921
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	N/A	N/A	N/A	Included w/ Freeways/Tollways
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

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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
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 Rd	2	2	6	6	\$181,380,463
2.710.350	TxDOT Dallas	Ellis	FM 664	West of Ferris Road	N Central St	2	2	6	6	\$46,860,236
2.710.375	TxDOT Dallas	Ellis	FM 664	N Central St	IH 45	0	0	6	6	Included w/ 2.710.350
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 CL	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 CL)	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 St	2	2	2	4	\$32,500,000
1.840.610	TxDOT Dallas	Kaufman	SH 34	Stewart Street	South of Stewart Street	2	2	2	4	\$2,250,000
1.840.620	TxDOT Dallas	Kaufman	SH 34	South of Stewart Street	FM 148	2	2	2	4	\$1,500,000
1.840.630	TxDOT Dallas	Kaufman	SH 34	FM 148	Northeast Of CR 4092 / CR 4083	2	2	2	4	\$2,500,000
1.840.640	TxDOT Dallas	Kaufman	SH 34	Northeast of CR 4092 / CR 4083	FM 2451	2	2	2	4	\$57,500,000
2.497.250	TxDOT Dallas	Kaufman	FM 460	US 80	FM 740	2	4	4	4	\$3,547,958
1.710.240	TxDOT Dallas	Rockwall	FM 740	FM 1140	FM 550	2	4	4	4	\$12,500,000
1.710.250	TxDOT Dallas	Rockwall	FM 740	Hubbard Drive	King Road	2	4	4	4	\$4,000,000
1.715.225	TxDOT Dallas	Rockwall	SH 205	Jct. SH 205/John King Blvd (S. Goliad)	FM 552	2	2	4	4	\$8,005,332
1.715.250	TxDOT Dallas	Rockwall	SH 205 Goliad Street	FM 552	Los Altos Drive	2	2	4	4	\$13,842,554
1.715.275	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Los Altos Drive	Live Oak Street	2	2	4	4	\$1,250,833
1.715.300	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Live Oak Street	South of Heath Street	2	2	4	4	\$3,585,722
1.715.325	TxDOT Dallas	Rockwall	SH 205	South of Heath Street	Alamo Road	2/2	2/2	2/2	3/3	\$575,000
1.715.350	TxDOT Dallas	Rockwall	SH 205	Alamo Road	Kaufman Street	2/3	2/3	2/3	3/3	\$1,000,000
1.715.450	TxDOT Dallas	Rockwall	SH 205 Goliad Street	South of Ralph Hall Parkway	North of Mims Road	2	2	4	6	\$1,000,000
1.715.475	TxDOT Dallas	Rockwall	SH 205 Goliad Street	North of Mims Road	Pullen Road	2	4	4	6	\$44,848,090
1.715.500	TxDOT Dallas	Rockwall	SH 205	Pullen Road	FM 548	2	4	4	6	\$62,031,266
1.715.525	TxDOT Dallas	Rockwall	SH 205	FM 548	Dower Drive/South of FM 548	2	4	4	6	\$10,825,400
1.720.300	TxDOT Dallas	Rockwall	SH 205/John King Blvd.	Jct. SH 205/John King Blvd. (N. Goliad)	IH 30	4	4	6	6	\$33,934,453
1.720.350	TxDOT Dallas	Rockwall	SH 205/John King Blvd.	IH 30	Jct. SH 205/John King Blvd. (S. Goliad)	4	4	6	6	\$12,119,447
1.742.250	TxDOT Dallas	Rockwall	Outer Loop	FM 2755	IH 30	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.742.300	TxDOT Dallas	Rockwall	Outer Loop	IH 30	Rockwall/Kaufman CL	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.370.575	TxDOT Dallas	Rockwall	SH 66 Washington Street/SH 66-Rusk St	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
1.205.250 *	TxDOT Fort Worth	Hood	SH 144 Morgan Street	BU 377 Pearl Street	W Bluebonnet Drive	4	4	4	4	Included w/ 1.540.500
1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	4	\$17,500,000
1.250.200	TxDOT Fort Worth	Hood	US 377 Bypass	North of SH 171	Old Granbury Road	0	2/2	2/2	2/2	\$30,000,000
1.540.470	TxDOT Fort Worth	Hood	US 377	FM 167 S (Fall Creek Hwy)	FM 167 N (Temple Hall Hwy)	2/2	2/2	3/3	3/3	Included w/ 1.540.500
1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Hwy)	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
										\$390,000,000
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
1.540.540 *	TxDOT Fort Worth	Hood	US 377	FM 51	BU 377	2/2	2/2	2/2	2/2	Included w/ 1.540.500
1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Dr	4/2 1/1	4/2 1/1	2/2	2/2	Included w/ 1.540.500
1.540.560	TxDOT Fort Worth	Hood	US 377	Holmes Dr.	Powell Cemetery Road	2	2	4	4	\$30,000,000
1.540.575	TxDOT Fort Worth	Hood	US 377	Powell Cemetery Road	FM 2870	2	2	4	4	\$8,000,000

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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 Hwy	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 St Old Hwy	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 Chisholm Trail Parkway	IH 35W	2	2	2	2	\$58,156,670
2.740.250	TxDOT Fort Worth	Johnson	FM 917	IH 35W	CR 617 Jessica Drive	2	2	4	6	\$118,125,000
2.740.275	TxDOT Fort Worth	Johnson	FM 917	CR 617 Jessica Drive	North of CR 515	2	2	4	6	Included w/ 2.740.250
2.740.300	TxDOT Fort Worth	Johnson	FM 917	North of CR 515	Heritage Parkway	4	4	6	6	\$47,025,000
2.745.325	TxDOT Fort Worth	Johnson	FM 4 Kilpatrick Street	US 67	Nolan River Road	2	2	2	4	\$17,500,000
2.815.225	TxDOT Fort Worth	Johnson	US 67	West of CR 1119 (Somervell County Line)	Park Road 21	2	2	2	4	\$92,500,000
2.815.250	TxDOT Fort Worth	Johnson	US 67	Park Road 21	East of CR 1123	2	2	4	4	Included w/ 2.815.225
2.815.275	TxDOT Fort Worth	Johnson	US 67	East of CR 1123	Henderson Street (BU 67)	1/1	1/1	2/2	2/2	Included w/ 2.815.225
1.190.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy	FM 920	Garner Road	2	2	2	4	\$10,000,000
1.190.225	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy	Garner Road	Greenwood Road	1/1	1/1	4	4	\$5,500,000
1.190.250	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy	Greenwood Road	IH 20	2	2	4	4	\$12,500,000
1.200.200	TxDOT Fort Worth	Parker	SH 171 Main Street	US 180	W Columbia Street	4	4	4	2	\$800,000
1.230.175	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy (Eastern Loop)	FM 730	US 180	0	2	2	4	\$27,500,000
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 Hwy	East of Main Street	Santa Fe Drive	4	4	2	2	\$22,500,000
2.490.200	TxDOT Fort Worth	Parker	SH 171 Southern Bypass/S Waco/W Columbia	S Waco Street	SH 171 Main Street	0	0	0	4	\$3,750,000
2.490.300	TxDOT Fort Worth	Parker	US 180 Northern Bypass/Waco Street	N Waco Street	E Spring Street	2	4	4	4	\$35,000,000
2.490.350	TxDOT Fort Worth	Parker	US 180 Northern Bypass/E Spring Street	N Waco Street	E of Elm Street	2	4	4	4	Included w/ 2.480.290
2.495.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy	FM 920	FM 51	2	2	FM 2	4	\$8,500,000
2.495.300	TxDOT Fort Worth	Parker	Ric Williamson Memorial Hwy (Eastern Loop)	FM 51	FM 730	0	2	2	4	\$55,000,000
2.545.260	TxDOT Fort Worth	Parker	FM 1187	Maverick Street	FM 5	2	2	4	6	Included w/ 2.545.275
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 Rd	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 Rd	2	4	4	4	Included w/ 1.350.225
1.350.225	TxDOT Fort Worth	Tarrant	FM 156	Avondale Haslet Rd	US 81/US 287	2	2	6	6	\$110,663,000
1.365.150	TxDOT Fort Worth	Tarrant	BU 287	FM 718	South Of FM 718	2/2	2/2	4	4	\$731,104
1.365.170	TxDOT Fort Worth	Tarrant	BU 287P	South of FM 718	North of W Bonds Road	2	2	2	4	\$12,500,000
1.370.225	TxDOT Fort Worth	Tarrant	FM 731 Crowley Road	Sycamore School Road	Main Street	4	4	4	6	\$825,000
1.384.200	TxDOT Fort Worth	Tarrant	Intermodal Pkwy	FM-156 W of FM 156	W of Old Blue Mound Rd	2	4	4	6	\$17,500,000
1.384.210	TxDOT Fort Worth	Tarrant	Intermodal Parkway	W of Old Blue Mound Rd	Westport Pkwy	4	4	4	6	Included w/ 1.384.200
1.384.225	TxDOT Fort Worth	Tarrant	Intermodal Pkwy	Westport Parkway	SH 170 Extension	0	2/2	3/3	3/3	\$21,540,000
1.390.300	TxDOT Fort Worth	Tarrant	BU 287P	Turner Warnell Rd	FM 157	2	2	4	4	\$25,000,000
1.397.250	TxDOT Fort Worth	Tarrant	Wichita Street	IH 20	Roy C Brooks Blvd	2	2	4	4	\$9,405,800
1.397.275	TxDOT Fort Worth	Tarrant	Wichita Street	Roy C Brooks Blvd	Shelby Road	2	2	4	4	\$9,914,389
1.400.225	TxDOT Fort Worth	Tarrant	Beach Street	SH 170	Alta Vista Road	0	0	0	6	\$22,500,000
1.400.250	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	Timberland Blvd	4	4	6	6	\$3,302,800
1.400.325	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	North Tarrant Parkway	4	4	6	6	\$21,252,800
1.435.300	TxDOT Fort Worth	Tarrant	Precinct Line Road	South of Trinity Blvd	Randol Mill Road	2	2	2	4	\$5,250,000
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 Pkwy	2	2	2	4	\$7,250,000

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
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 Hwy	Brown Trail	Bedford Eules Road	4	4	6	6	\$76,170,000
1.495.300	TxDOT Fort Worth	Tarrant	SH 26/ Boulevard 26	IH 820	SH 26 Grapevine Hwy	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 Hwy **	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 Hwy	IH 820	Roberts Cut Off Road	4	4	6	6	Included w/ 2.280.740
2.280.740	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Hwy	Roberts Cut Off Road	University Boulevard/Northside Drive	4	4	6	6	\$79,664,515
										\$89,900,000
2.320.250	TxDOT Fort Worth	Tarrant	Westport Parkway	FM 156	West of Intermodal Pkwy	3	3	4	6	\$12,500,000
2.320.260	TxDOT Fort Worth	Tarrant	Westport Parkway	West of Intermodal Pkwy	Intermodal Parkway	4	4	4	6	\$1,500,000
2.320.275	TxDOT Fort Worth	Tarrant	Westport Parkway	Westport Parkway	Intermodal 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 Rd	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 Hwy	4	4	6	6	\$24,699,200
2.390.290	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	Lakewood Hill Drive	US 377 Denton Hwy	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 Hwy	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	\$51,016,818
2.450.250	TxDOT Fort Worth	Tarrant	Meacham Blvd	FM 156 Blue Mound Road	West of Mark IV Parkway	3	3	4	4	\$34,300,000
2.450.275	TxDOT Fort Worth	Tarrant	Meacham Blvd	West of Mark IV Parkway	Mark IV Parkway	4	4	4	4	Included w/ 2.450.250
2.450.300	TxDOT Fort Worth	Tarrant	Meacham Blvd	Mark IV Parkway	East Of Mark IV Parkway	2	2	4	4	Included w/ 2.450.250
2.450.325	TxDOT Fort Worth	Tarrant	Meacham Blvd	East of Mark IV Parkway	IH 35W	4	4	4	4	Included w/ 2.450.250
2.505.430	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	West Of Harding Street	Harding Street	3/3	3/3	3/2	3/2	\$2,000,000
2.505.475	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Greenway Park Drive	3/1	3/1	3/3	3/3	\$375,000
2.505.490	TxDOT Fort Worth	Tarrant	Belknap Access Street	SH 121	IH 35W	2	2	1/2	1/2	\$400,000
2.505.500	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Belknap Street	2/2	2/2	1/2	1/2	\$375,000
2.520.350	TxDOT Fort Worth	Tarrant	Lancaster Avenue	US 287	Riverside Drive	6	6	6	6	\$6,329,514
2.520.375	TxDOT Fort Worth	Tarrant	Lancaster Avenue	Riverside Drive	East of IH 820	6	6	6	6	Included w/ Transit
2.535.325	TxDOT Fort Worth	Tarrant	3rd 4th Connector Street	Harding Street	4th Street	2	2	4	4	\$1,077,000
2.535.350	TxDOT Fort Worth	Tarrant	4th Street	3rd 4th Connector Street	Gilvin Street	2	2	4	4	\$1,077,000
2.535.355	TxDOT Fort Worth	Tarrant	4th Street	East of Harding Street	West of Sylvania Avenue	2	2	4	4	\$861,600
2.535.360	TxDOT Fort Worth	Tarrant	4th Street	IH 35W	Sylvania Avenue	2	2	4	4	\$4,020,800
2.535.425	TxDOT Fort Worth	Tarrant	Randol Mill Road	Oakland Blvd	Woodhaven Blvd	2	2	4	4	\$7,395,400
2.535.475	TxDOT Fort Worth	Tarrant	Randol Mill Road	IH 820	N John T White Road	2	2	2	4	\$1,750,000
2.535.490	TxDOT Fort Worth	Tarrant	Randol Mill Road	N John T White Road	Racquet Club Drive	2	2	4	4	\$1,193,406
2.545.325	TxDOT Fort Worth	Tarrant	FM 1187	US 377	West of SH 121/Chisholm Trail Parkway	2	2	4	6	\$95,000,000
2.545.330	TxDOT Fort Worth	Tarrant	FM 1187	West of SH 121/Chisholm Trail Parkway	SH 121/Chisholm Trail Parkway	2	2	2/2	3/3	Included w/ 2.545.325
2.545.340	TxDOT Fort Worth	Tarrant	FM 1187	SH 121/Chisholm Trail Parkway	FM 1902	2	2	2/2	3/3	\$95,130,000
2.545.350	TxDOT Fort Worth	Tarrant	FM 1187	FM 1902	East of Floyd Hampton Road	2	2	2/2	3/3	Included w/ 2.545.340
2.545.375	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	East of Floyd Hampton Road	East of BF 1187	1/1	1/1	2/2	3/3	\$3,400,000
2.545.390	TxDOT Fort Worth	Tarrant	FM 1187	East of BF 1187	BU 1187	2/2	2/2	2/2	3/3	\$15,000,000
2.545.400	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	BU 1187	FM 731	2/2	2/2	2/2	3/3	\$825,000
2.545.410	TxDOT Fort Worth	Tarrant	FM 1187	FM 731	IH 35W	2/2	2/2	2/2	3/3	\$825,000
2.545.435	TxDOT Fort Worth	Tarrant	FM 1187	Oak Grove Road	Newt Patterson Rd.	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

Regionally-Significant Arterials Improvements Summary Changes

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
2.565.275	TxDOT Fort Worth	Tarrant	SH 183 Southwest Blvd	Overhill Road	US 377 US 377 Circle	6	6	6	6	\$3,000,000
2.565.300	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	US 377 US 377 Circle	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	\$25,000,000
2.565.350	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	Green Oaks Blvd	Roaring Springs Road	4	4	6	6	\$26,000,000
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	\$30,700,000
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
1.220.275 *	TxDOT Fort Worth	Wise	US 287 US 81	Proposed FM 1810	US 380	2/2	2/2	2/2	2/2	Included w/ Freeways/Tollways Included w/ AO Program
1.220.300 *	TxDOT Fort Worth	Wise	US 287	US 380	BU 81	2/2	2/2	2/2	2/2	Included w/ Freeways/Tollways Included w/ AO Program
1.220.315 *	TxDOT Fort Worth	Wise	US 287	BU 81	FM FM 407 Illinois Street	2/2	2/2	2/2	2/2	Included w/ Freeways/Tollways Included w/ AO Program
1.220.325 *	TxDOT Fort Worth	Wise	US 287	FM 407 Illinois Street	Pioneer Road	2/2	2/2	2/2	2/2	Included w/ Freeways/Tollways Included w/ AO Program
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 Included w/ AO Program
1.280.200	TxDOT Fort Worth	Wise	FM 730 College Avenue	US 81	South College	2	2	2	4	\$70,000,000
1.280.225	TxDOT Fort Worth	Wise	FM 730	S College 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 Rd)	2	2	2	4	\$15,000,000
2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	2	4	\$45,000,000
2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West Of FM 3701	East of FM 1658	2	2	4	4	\$97,500,000
2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	Included w/ 2.225.100
1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	2	4	\$1,000,000
1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178 / Culver Street	4	4	4	4	\$4,900,000
2.225.875	TxDOT Paris	Hunt	SP 302 Lee Street/Washington Street	BU 69 NB Johnson Street	Bois D'Arc Street	1/2	1/2	1/3	1/3	\$718,000
2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	\$26,504,000
2.370.825	TxDOT Paris	Hunt	SH 66	E County Line Rd	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
1.645.275 *	TxDOT Dallas	Dallas	Shiloh Road	Kingsley Road	IH 635	4	6	6	6	\$24,000,000

Change made to listing after RTC adoption

* Projects identified were missing from RSA table

(Frtg): Frontage Lanes

Total Project Cost based on Year of Expenditure

**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

NOTE: 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

Source: North Central Texas Council of Governments

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
1 - DFW Connector	12.40.1	SH 114	SH 121 (W)	SH 121 (E)	Operational Improvements
2 - Gateway Horizon	38.20.3	US 67	Belt Line Road	Lake Ridge Pkwy (Ellis County Line)	Operational Improvements/ Bottleneck Removal
2 - Gateway Horizon	38.30.1	US 67	Lake Ridge Pkwy (Dallas County Line)	US 287	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.4	IH 20	Spur 408	Cedar Ridge Dr	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.5	IH 20	Cedar Ridge Dr	US 67	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.6	IH 20	US 67	Polk St	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.7	IH 20	Polk St	IH 35E	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.8	IH 20	IH 35E	SH 342	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.80.9	IH 20	SH 342	Bonnie View Rd	Operational Improvements/ Bottleneck Removal

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
3 - IH 20 (Dallas County)	30.80.10	IH 20	Bonnie View Rd	IH 45	Operational Improvements
3 - IH 20 (Dallas County)	30.80.11	IH 20	IH 45	Haymarket Rd	Operational Improvements
3 - IH 20 (Dallas County)	30.80.12	IH 20	Haymarket Rd	US 175	Operational Improvements
3 - IH 20 (Dallas County)	30.90.1	IH 20	US 175	IH 635	Operational Improvements/ Bottleneck Removal
3 - IH 20 (Dallas County)	30.90.2	IH 20	IH 635	SH 190/State Loop 9 (Kaufman County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
4 - IH 20 (Kaufman County)	30.100.1	IH 20	SH 190/State Loop 9 (Dallas County Line)	FM 740	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
4 - IH 20 (Kaufman County)	30.100.2	IH 20	FM 740	Spur 557	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
4 - IH 20 (Kaufman County)	30.110.1	IH 20	Spur 557	Wilson Rd	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
4 - IH 20 (Kaufman County)	30.110.2	IH 20	Wilson Rd	E of FM 2965 (Van Zandt County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
5 - IH 20 (Parker County)	30.10.5	IH 20	US 180	IH 30	Add Frontage Lanes
6 - IH 20 (Tarrant County)	30.20.2	IH 20	E of IH 30 (Parker County Line)	IH 820	Operational Improvements/ Bottleneck Removal
6 - IH 20 (Tarrant County)	30.30.2	IH 20	SH 183	IH 35W	Operational Improvements/ Bottleneck Removal
6 - IH 20 (Tarrant County)	30.40.1	IH 20	IH 35W	Forest Hill Dr	Operational Improvements/ Bottleneck Removal
7 - IH 30 (Dallas County)	28.50.3	IH 30	State Loop 12	Cockrell Hill Ave	Operational Improvements
8 - IH 30 (East)	28.80.2	IH 30	Bobtown Rd	Dalrock Rd (Rockwall County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
9 - IH 30 West Freeway	28.10.1	IH 30	IH 20	E of IH20 (Tarrant County Line)	Operational Improvements/ Bottleneck Removal
9 - IH 30 West Freeway	28.10.2	IH 30	E of IH20 (Parker County Line)	Spur 580/Camp Bowie W Blvd	Operational Improvements/ Bottleneck Removal
9 - IH 30 West Freeway	28.20.3	IH 30	Chisholm Trail Pkwy	Henderson St	Safety Improvements

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
9 - IH 30 West Freeway	28.20.4	IH 30	Henderson St	IH 35W	Safety Improvements
10 - IH 35E (Ellis County)	7.100.4	IH 35E	State Loop 9 (Dallas County Line)	US 77 (N of Waxahachie)	Operational Improvements
10 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road (US 77 South)	Operational Improvements/ Bottleneck Removal
11 - IH 35W (Johnson County)	5.100.2	IH 35W	CR 401	FM 2258	Operational Improvements
12 - IH 35W (Tarrant County)	5.70.1	IH 35W	IH 30	Berry St	Safety Improvements
12 - IH 35W (Tarrant County)	5.70.2	IH 35W	Berry St	IH 20	Safety Improvements
13 - IH 45 (Dallas County)	27.20.1	IH 45	US 175	IH 20	Safety Improvements
13 - IH 45 (Dallas County)	27.30.1	IH 45	IH 20	Pleasant Run Rd	Operational Improvements/ Bottleneck Removal
13 - IH 45 (Dallas County)	27.30.2	IH 45	Pleasant Run Rd	State Loop 9	Operational Improvements/ Bottleneck Removal

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
13 - IH 45 (Dallas County)	27.40.1	IH 45	State Loop 9	S of Malloy Bridge Rd (Ellis Co. Line)	Operational Improvements/ Bottleneck Removal
14 - IH 45 (Ellis County)	27.40.2	IH 45	S of Malloy Bridge Rd (Dallas Co. Line)	BU 45	Operational Improvements
14 - IH 45 (Ellis County)	27.40.3	IH 45	BU 45	SH 34	Operational Improvements/ Bottleneck Removal
14 - IH 45 (Ellis County)	27.40.4	IH 45	SH 34	US 287	Operational Improvements/ Bottleneck Removal
15 - IH 635 (East)	131.20.1	IH 635 (East)	IH 30	US 80	Operational Improvements/ Bottleneck Removal
15 - IH 635 (East)	131.20.2	IH 635 (East)	US 80	IH 20	Operational Improvements/ Bottleneck Removal
16 - IH 635 (West)	130.10.2	IH 635 (West)	Royal Ln	Belt Line Rd	Operational Improvements/ Bottleneck Removal
16 - IH 635 (West)	130.10.3	IH 635 (West)	Belt Line Rd	PGBT	Operational Improvements/ Bottleneck Removal
16 - IH 635 (West)	130.20.1	IH 635 (West)	PGBT	West of Luna Rd	Operational Improvements/ Bottleneck Removal

Asset Optimization Program Summary Changes


AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
17 - IH 820 (Eastside)	151.20.2	IH 820 (Eastside)	Randol Mill Rd	IH 30	Operational Improvements/ Bottleneck Removal
17 - IH 820 (Eastside)	151.30.1	IH 820 (Eastside)	IH 30	Meadowbrook Dr	Operational Improvements/ Bottleneck Removal
18 - IH 820 (West)	153.10.1	IH 820 (West)	IH 20	Chapin Road	Operational Improvements/ Bottleneck Removal
19 - SH 121 (Tarrant County)	11.100.2	SH 121	Handley-Ederville Rd	Beach St	Operational Improvements/ Bottleneck Removal
19 - SH 121 (Tarrant County)	11.100.3	SH 121	Beach St	IH 35W	Operational Improvements/ Bottleneck Removal
20 - SH 360	9.20.2	SH 360	Post N Paddock Rd	Brown Blvd/Avenue K Pkwy	Operational Improvements/ Bottleneck Removal
20 - SH 360	9.20.3	SH 360	Brown Blvd/Avenue K Pkwy	IH 30	Operational Improvements/ Bottleneck Removal
21 - SH 360 (North)	9.10.3	SH 360	Mid Cities Blvd	SH 183	Operational Improvements/ Bottleneck Removal
21 - SH 360 (North)	9.20.1	SH 360	SH 183	Post N Paddock Rd	Operational Improvements/ Bottleneck Removal

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
22 - Spur 408	19.10.1	Spur 408	State Loop 12	IH 20	Operational Improvements/ Bottleneck Removal
23 - US 175	36.10.2	US 175	Lake June Rd	IH 20	Operational Improvements/ Bottleneck Removal
23 - US 175	36.20.1	US 175	IH 20	Belt Line Road	Operational Improvements/ Bottleneck Removal
23 - US 175	36.20.2	US 175	Belt Line Road	State Loop 9 (Kaufman County Line)	Operational Improvements/ Bottleneck Removal
23 - US 175	36.30.1	US 175	State Loop 9 (Dallas County Line)	FM 148	Safety Improvements
23 - US 175	36.30.2	US 175	FM 148	CR 4106	Addition of Frontage Roads
23 - US 175	36.30.3	US 175	CR 4106	FM 1390	Operational Improvements
23 - US 175	36.30.4	US 175	FM 1390	SH 34	Operational Improvements
23 - US 175	36.30.5	US 175	SH 34	FM 2860	Operational Improvements

Asset Optimization Program Summary Changes

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
23 - US 175	36.30.6	US 175	FM 2860	N of Mason St/ Henderson CL	Operational Improvements
24 - US 287 (Ellis County)	1.100.1	US 287	Old Fort Worth Rd/East of BUS 67	Midlothian Pkwy	Addition of Frontage Roads
25 - US 287 (North)	1.20.3	US 287	FM 407	N of Pioneer Rd	Operational Improvements
25 - US 287 (North)	1.30.1	US 287	N of Pioneer Rd	Ramhorn Hill Rd (N of Avondale)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
25 - US 287 (North)	1.30.2	US 287	Ramhorn Hill Rd (N of Avondale)	S of Ramhorn Hill Road (Tarrant County line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads
26 - US 287 (Wise County)	1.10.4	US 287 US 81	FM 1810	US 380	Operational Improvements
26 - US 287 (Wise County)	1.20.1	US 287	US 380	BU 81	Operational Improvements
26 - US 287 (Wise County)	1.20.2	US 287	BU 81	FM 407	Operational Improvements Operational Improvements and Addition of Frontage Roads
27 - Woodall Rodgers	44.10.1	Spur 366	US 75	IH 35E	Operational Improvements/ Bottleneck Removal

 Change made to listing after RTC adoption

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

Source: North Central Texas Council of Governments

Transit Projects Listing

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year ¹				Recommendation	Project Type	Capital Cost (\$M) (YOE)
										2023	2026	2036	2045			
1	TR2-003	IH 35W Express	Fort Worth Central Station	Fort Worth North Park and Ride	15	West	Trinity Metro	High-Intensity Bus	Programmed	Y	Y	Y	Y	NCTCOG	New Corridor	\$14
2	TR2-003	IH 35W Express	Fort Worth North Park and Ride	Texas Health Presbyterian Park and Ride, Denton	22	West	Trinity Metro/DCTA	High-Intensity Bus	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$7
3	TR2-003	IH 30 Express	Fort Worth Central Station	Downtown Dallas East Transfer Center	34	West/East	Other	High-Intensity Bus	Future	N	N	Y	Y	NCTCOG	New Corridor	\$27
4	TR2-003	IH 635 Express	DFW International Airport	South Garland Transit Center	32	East	DART	High-Intensity Bus	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$9
5	TR2-003	Spring Creek Parkway Express	Sam Rayburn Tollway	Bush Turnpike Station	17	East	DART	High-Capacity Transit	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$12
6	TR2-003	East Lancaster Technology Corridor	Fort Worth Central Station	Dottie Lynn Parkway/Green Oaks Boulevard	9	West	Trinity Metro	High-Capacity Transit	Future	N	N	Y	Y	Trinity Metro	New Corridor	\$185
7	TR1-10351.2	Dallas Streetcar (Central Link)	Urban Circulator/McKinney Avenue Trolley	Lamar Street	2.4	East	DART	Streetcar	Programmed Future	N	N	Y	Y	City of Dallas	Extension of Line	\$96
7	TR1-10351.2	Dallas Streetcar (Convention Center Loop/Northern Extension)	Union Station	Lamar Street	0.6	East	DART	Streetcar	Future Programmed	N	N	Y	Y	City of Dallas	Extension of Line	\$15
8	TR1-10351.3	M-Line Trolley Extension	Blackburn Street	Harvard Avenue	3	East	MATA	Streetcar	Future	N	N	Y	Y	NCTCOG	Extension of Line	\$120
9	TR1-10338.1	Southwest TEXRail	T&P Terminal	Fort Worth Medical District	2	West	Trinity Metro	Regional Rail	Programmed	N	Y	Y	Y	Trinity Metro	New Corridor	\$167
10	TR1-10314.0	Silver Line (formerly Cotton Belt)	DFWIA Terminal A/B	Shiloh	26	East	DART	Regional Rail	Programmed/Under Construction	N	Y	Y	Y	DART	New Corridor	\$1,899
11	TR1-10306.2	A-train South Extension	Trinity Mills	Belt Line (Carrollton)	2	East	DCTA	Regional Rail	Future	N	Y	Y	Y	DCTA	Extension of Line	\$125
12	TR1-10333.0	Downtown Dallas 2nd Alignment (D2)	Victory Station	Portal at Ross Avenue	2.5	East	DART	Light Rail	Programmed Future	N	N	Y	Y	DART	New Corridor	\$1,940
13	TR1-10318.0	Frisco Line	Downtown Irving/Heritage Crossing Station	City of Celina	37	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS/NCTCOG	New Corridor	\$2,909
14	TR1-10300.2	McKinney Line	Parker Road Station (Plano)	McKinney North	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
15	TR1-10312.0	Silver Line East Extension	Shiloh	Wylie	9	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$908
16	TR1-10345.1	Scyene Line	Lawnview	Masters	4	East	East-Other	Regional Rail ²	Future	N	N	N	Y	NCTCOG	New Corridor	\$404
16	TR1-10345.2	Scyene Line	Masters	Lawson Road	8	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$807
17	TR1-10302.2	Green Line - Southeast Extension	Buckner Blvd.	South Belt Line Road	6	East	East-Other	Regional Rail ²	Future	N	N	N	Y	NCTCOG	Extension of Line	\$606

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year ¹				Recommendation	Project Type	Capital Cost (\$M) (VOE)
										2023	2026	2036	2045			
18	TR1-10335.0	Waxahachie Line	Downtown Dallas	City of Waxahachie	31	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$2,827
19	TR1-10336.0	Midlothian Line	Westmoreland	Midlothian Central	18	East	East-Other	Regional Rail ²	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
20	TR1-10328.0	Mansfield Line	Midlothian	Fort Worth Central Station	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$2,736
21	TR1-10340.0	Cleburne Line	Fort Worth Central Station ³	Cleburne Intermodal Transportation Depot	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$2,371
22	TR1-10338.1	Southwest TEXRail	Fort Worth Medical District	McPherson	9	West	Trinity Metro	Regional Rail	Future	N	N	N	Y	Trinity Metro	New Corridor	\$980
23	TR3-005	High-Speed Transportation Corridor	Downtown Fort Worth	Downtown Dallas	32	West/East	Other	High-Speed Rail	Future	N	N	Y	Y	FRA	New Corridor	\$4,000

¹ “Y” stands for “Included” and “N” stands for “Not Included” in conformity network year.

² Further study and stakeholder coordination required to determine the rail mode of all or a portion of these corridors. Any other mode than regional rail selected for these corridors would require revisiting the forecasted capital cost value.

³ Further study required for northern terminus of Cleburne Line operation as its projected to share track and stations with TEXRail between Fort Worth Central and Berry/TCU stations; capital cost reflected for Cleburne line assumes TEXRail project covers improvements needed on shared track sections.



STATUS OF 2022 TRANSPORTATION CONFORMITY DETERMINATION - RECEIVED

Jenny Narvaez, Program Manager

Amy Johnson, Principal Transportation Planner

Surface Transportation Technical Committee

January 27, 2023



TIMELINE

June 9, 2022 – RTC Approval (allows for post 90-day consultation review)

June 15, 2022 – Documentation Submittal to Consultation Partners

October 7, 2022 – Federal Highway Administration (FHWA) Submits First Installment of Comments

November 3, 2022 – NCTCOG Replies to FHWA Comments

November 17, 2022 – FHWA Formally Communicates Lapse Grace Period

December 2, 2022 – STTC Made Aware of Lapse Grace Period

December 8, 2022 – FHWA Submits Second Installment of Comments

December 12, 2022 – FHWA Submits Final Installment of Comments

December 16, 2022 – U.S. Department of Transportation (US DOT) Determination Letter Received



2022 TRANSPORTATION CONFORMITY DETERMINATION

Applies to Mobility 2045 – 2022 Update and 2023 – 2026 Transportation Improvement Program (TIP)

Restarts four-year time clock for the Metropolitan Transportation Plan (MTP) – December 15, 2026

Satisfies the following requirements

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

Ensures that transportation control measures in approved SIPs are given priority for federal funding



CONFORMITY ACHIEVED

Conformity Review: dotting *I*'s and crossing *T*'s

- Ensuring Consistency: MTP recommendations with TIP and Conformity networks
- Editorial Refinements: project recategorization and adjustments to project costs, limits, and phasing to align with TIP

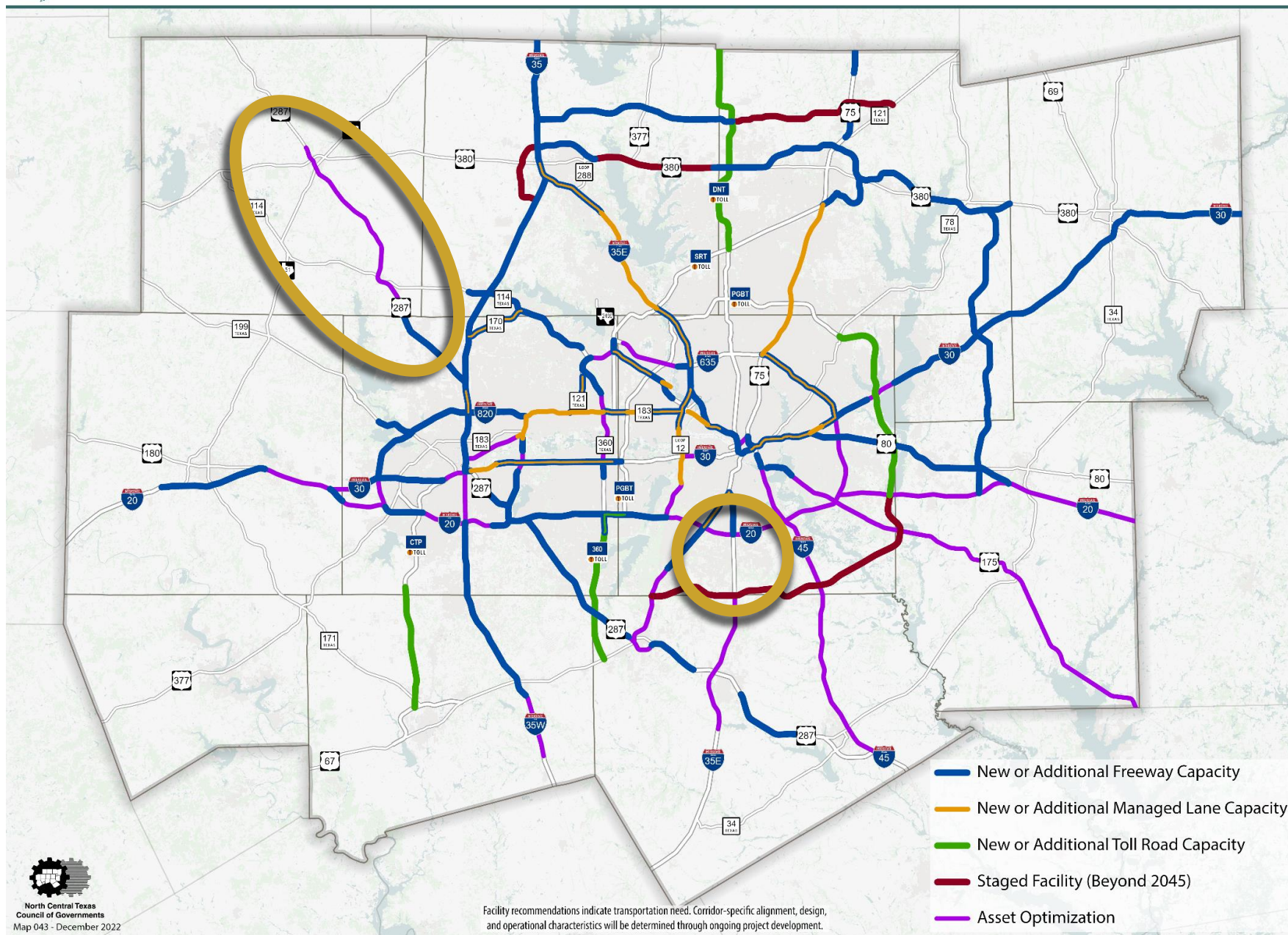
What Changed?

Refinements include:

- Roadway recommendations maps and tables
- Transit recommendations table
- Financial plan expenditures table
- Associated performance metrics with final networks forecasting

www.nctcog.org/PlanInProgress





FINAL FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

~~\$39.5 B~~ \$42.8 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

Freeways/Tollways and Arterials

Add vehicle capacity

~~\$52.8 B~~ \$49.5 B

TOTAL

\$148.3 B



*Still
Financially
Constrained*



Status of Conformity Determination



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Status of Conformity Determination

Air Quality



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Surface Transportation Technical Committee

Regional Safety Performance Targets Update – 2023-2027

Kevin Kroll | Senior Transportation Planner

January 27, 2023

Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new five-year targets
- MPOs have the option to support State targets or adopt our own targets
- Identified to monitor through the Statewide Safety Task Force

Number of Fatalities

Rate of Fatalities*

Number of Serious
Injuries

Rate of Serious
Injuries*

Bicyclist and
Pedestrian Fatalities
and Serious Injuries

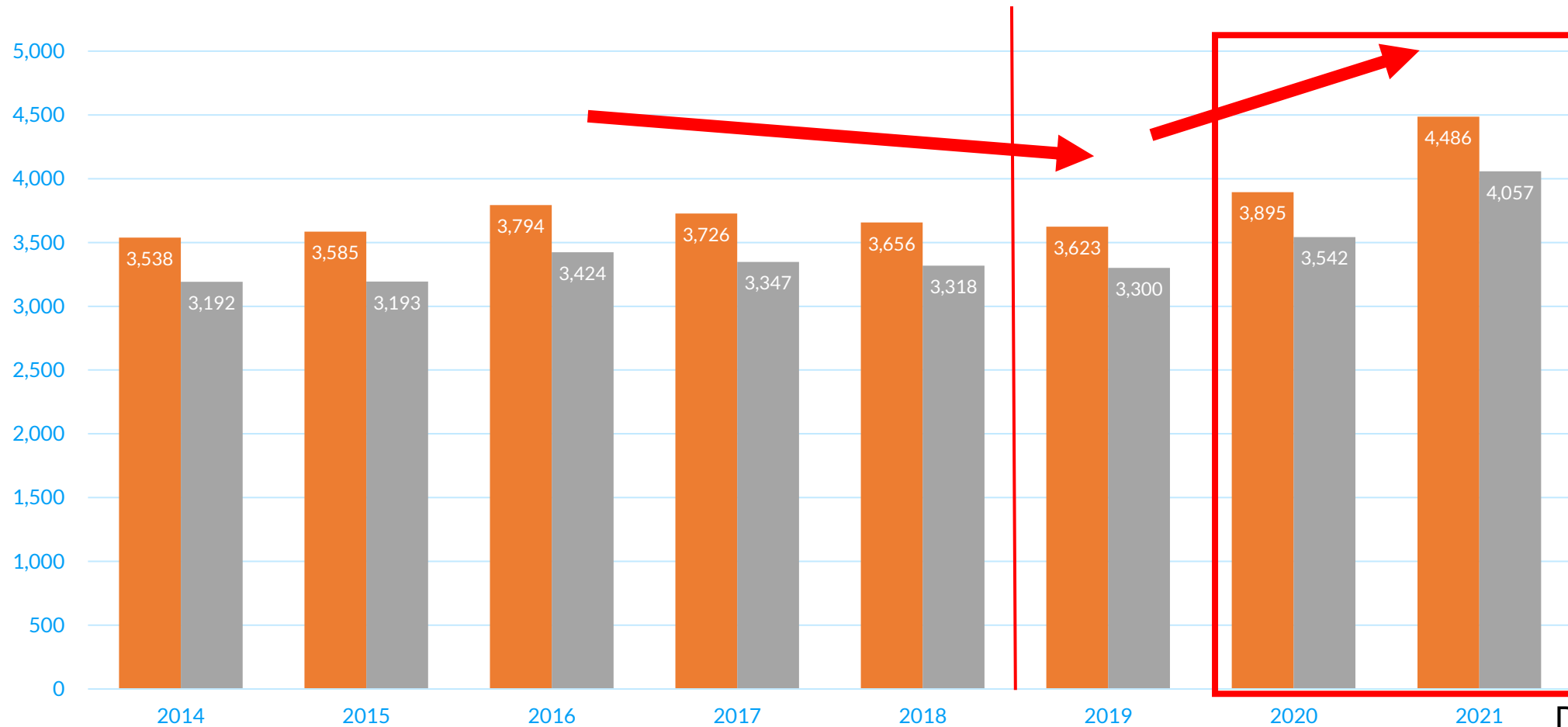
*Rates calculated per
100 million vehicle
miles traveled



Texas Fatalities and Fatal Crashes 2014 - 2021



Road to Zero
May 2019



In 2021, traffic-related fatalities were at 4,486 compared with 3,895 lives lost on Texas roadways in 2020. (15% increase)

Data as of 03/28/2022



Fatalities Fatal Crashes

Preliminary NCTCOG Safety Performance Update for 2021

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	614.2	557.2	No	No	No
Rate of Fatalities	0.762	0.814	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.200	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	617.0	569.8	No	No	

Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021. PY2021 actual performance includes 2017-2021 observed data



Safety Performance Targets Past and Future

Past

TxDOT

Two percent reduction across each of the five performance targets by target year 2022

In 2021, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050

NCTCOG

Two percent reduction across each of the five performance targets by target year 2022

Future

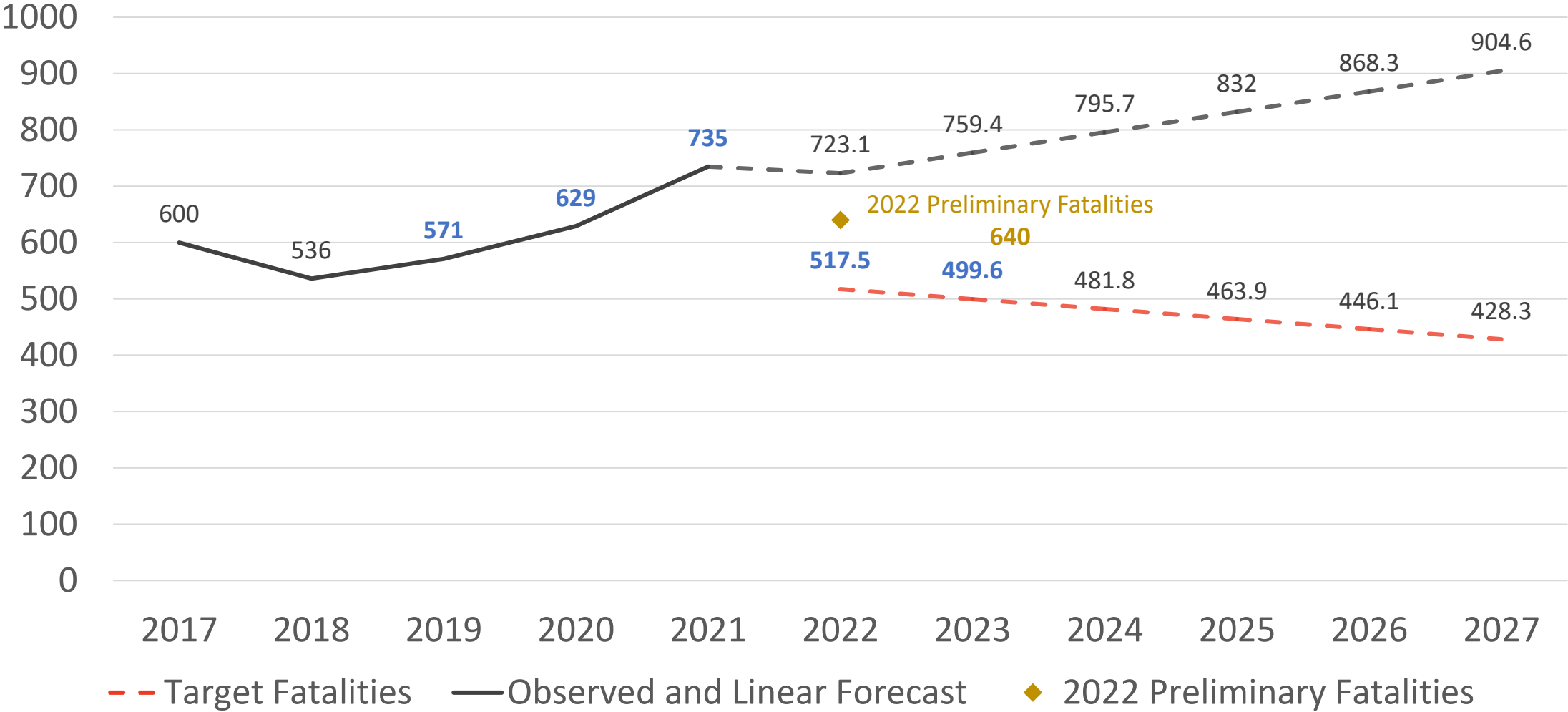
TxDOT

Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050

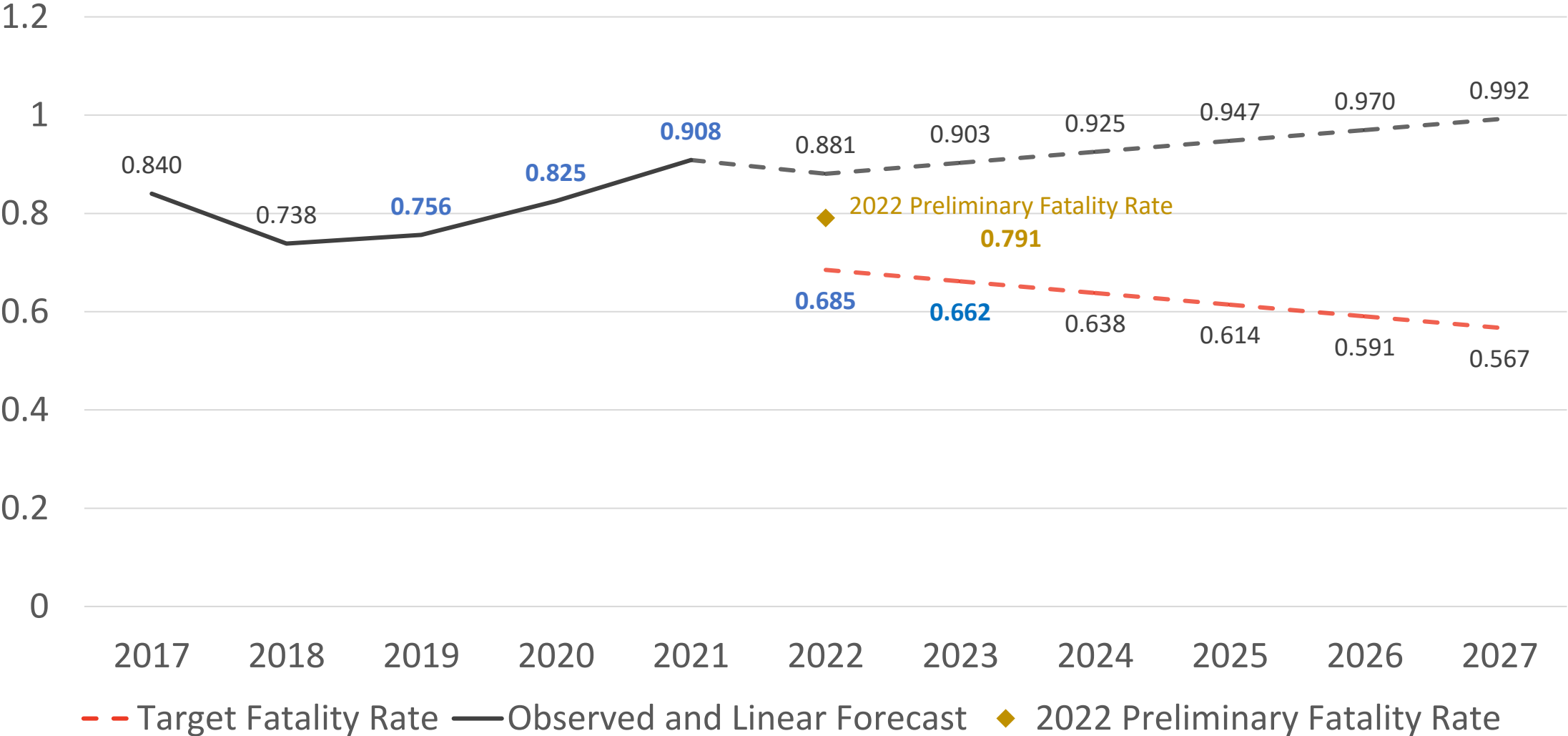
Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction every year



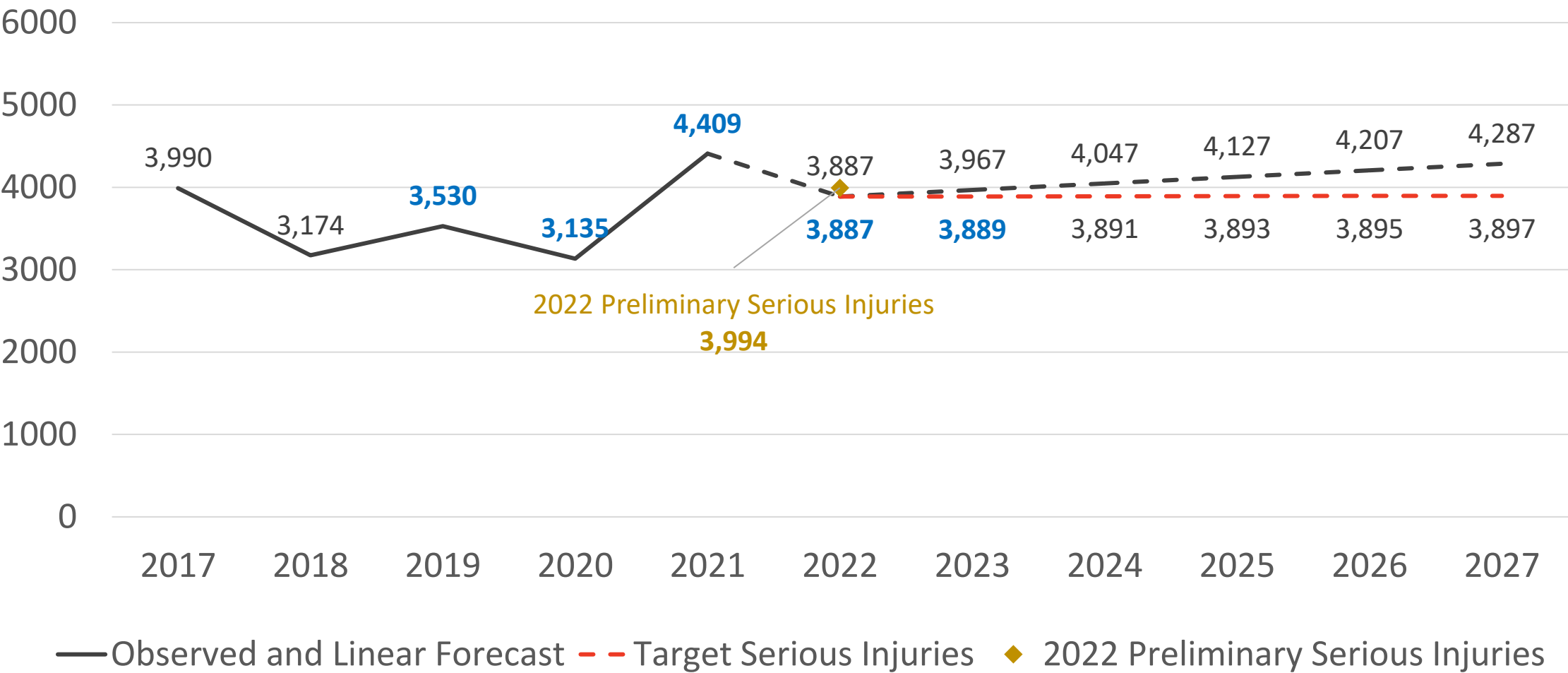
Observed, Projected and Proposed Target Fatalities (2017-2027)



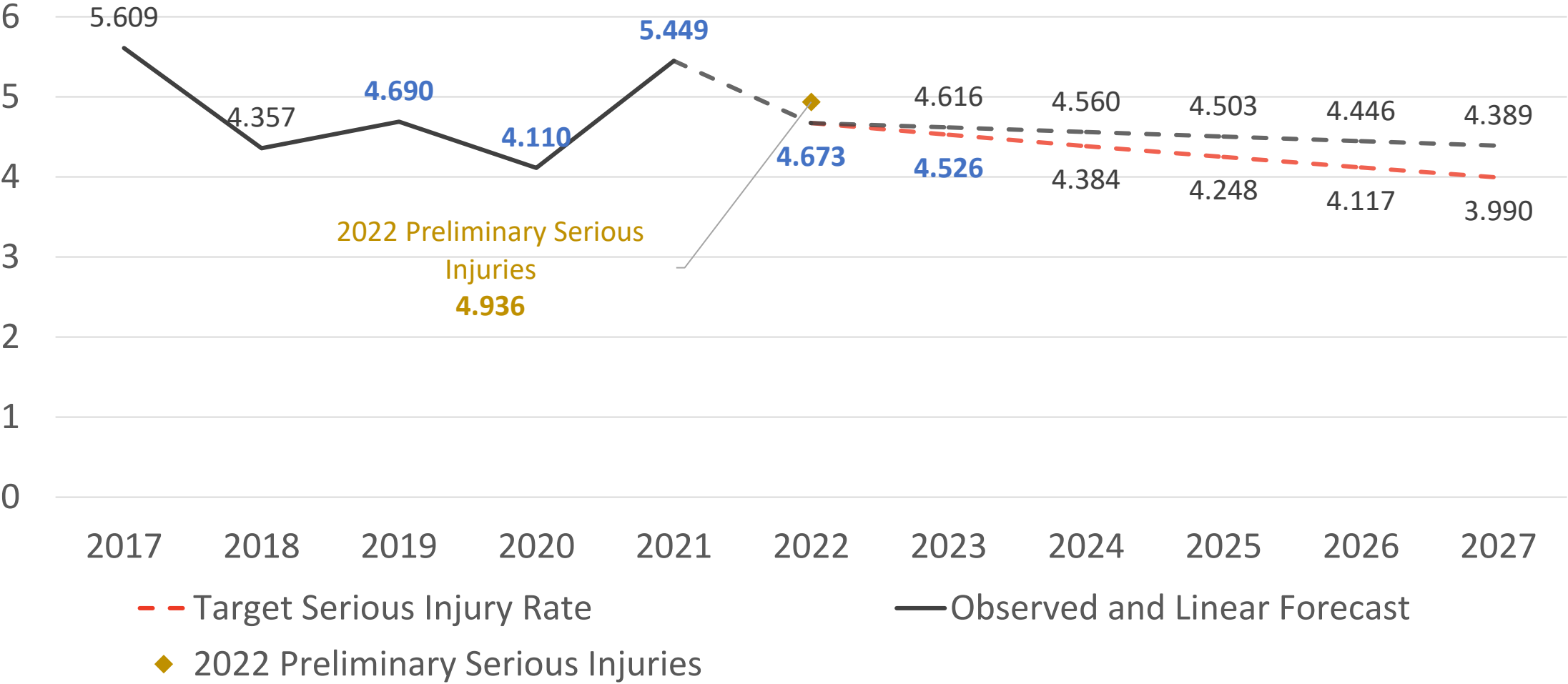
Observed, Projected and Proposed Fatality Rates (2017-2027)



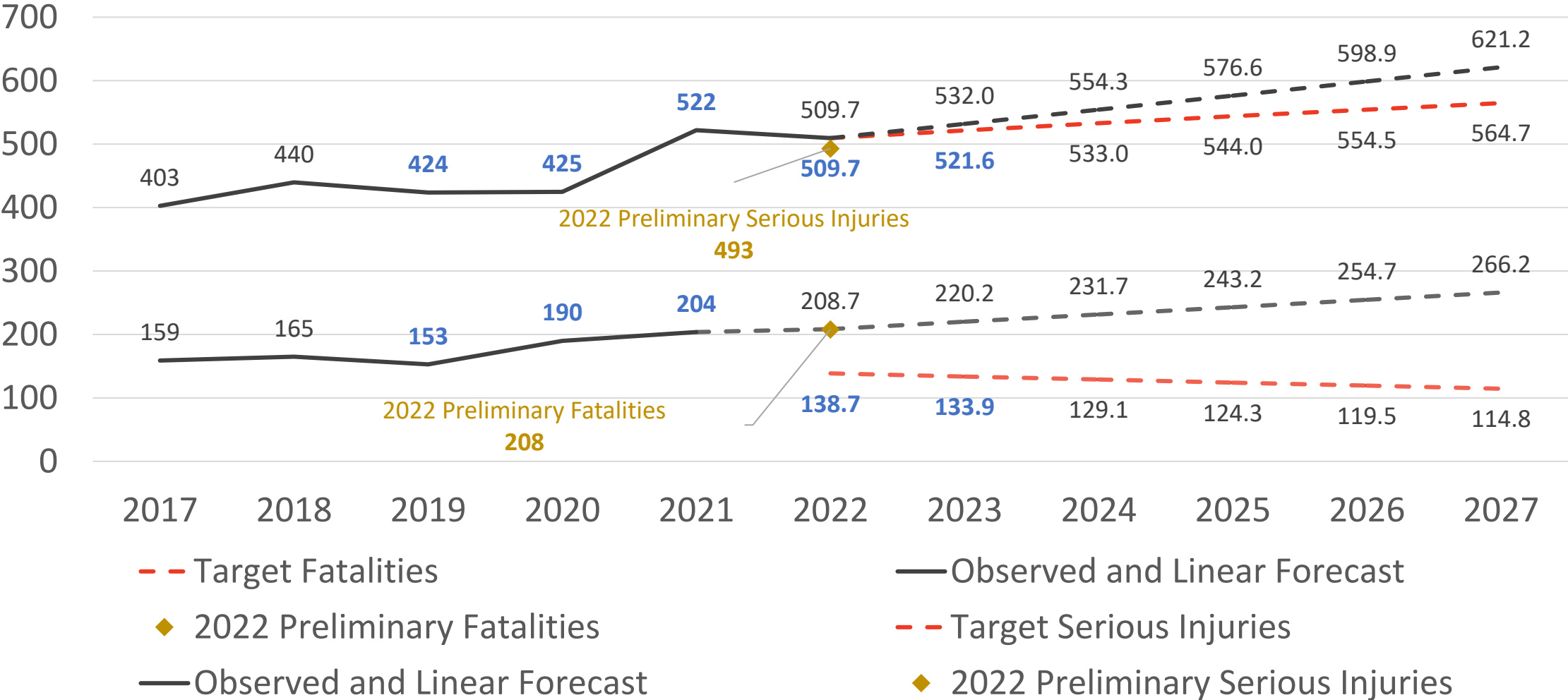
Observed, Projected and Proposed Serious Injuries (2017-2027)



Observed, Projected and Proposed Serious Injury Rates (2017-2027)



Observed, Projected and Proposed Bike/Ped Fatalities and Serious Injuries (2017-2027)



Proposed NCTCOG Safety Performance Target Setting for 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries



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Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process
(P22-01)

Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop's lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration's (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop's advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region's Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

**REGIONAL TRANSPORTATION COUNCIL
2023 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 12, 2023

February 9, 2023

March 9, 2023¹

April 13, 2023

May 11, 2023

June 8, 2023

July 13, 2023

August 10, 2023²

September 14, 2023

October 12, 2023³

November 9, 2023⁴

December 14, 2023

Dates are subject to change.

¹ The 2023 National League of Cities Congressional City Conference is scheduled for March 26-28 and does not conflict with the RTC meeting schedule.

² This meeting date may coincide with the annual Irving Transportation Investment Summit.

³ The 2023 Texas Municipal League Annual Conference and Exhibition is scheduled for October 4-6 and does not conflict with the RTC meeting schedule.

⁴ The National League of Cities 2023 City Summit is scheduled for November 17-19 and does not conflict with the RTC meeting schedule.

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2023 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 27, 2023

February 24, 2023

March 24, 2023

April 28, 2023

May 26, 2023

June 23, 2023

July 28, 2023

August 25, 2023

September 22, 2023

October 27, 2023

December 8, 2023

(Proposed combination of the November and December meetings)

Dates are subject to change.



High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical Committee
January 27, 2023



North Central Texas
Council of Governments

Managed Lane System

Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways

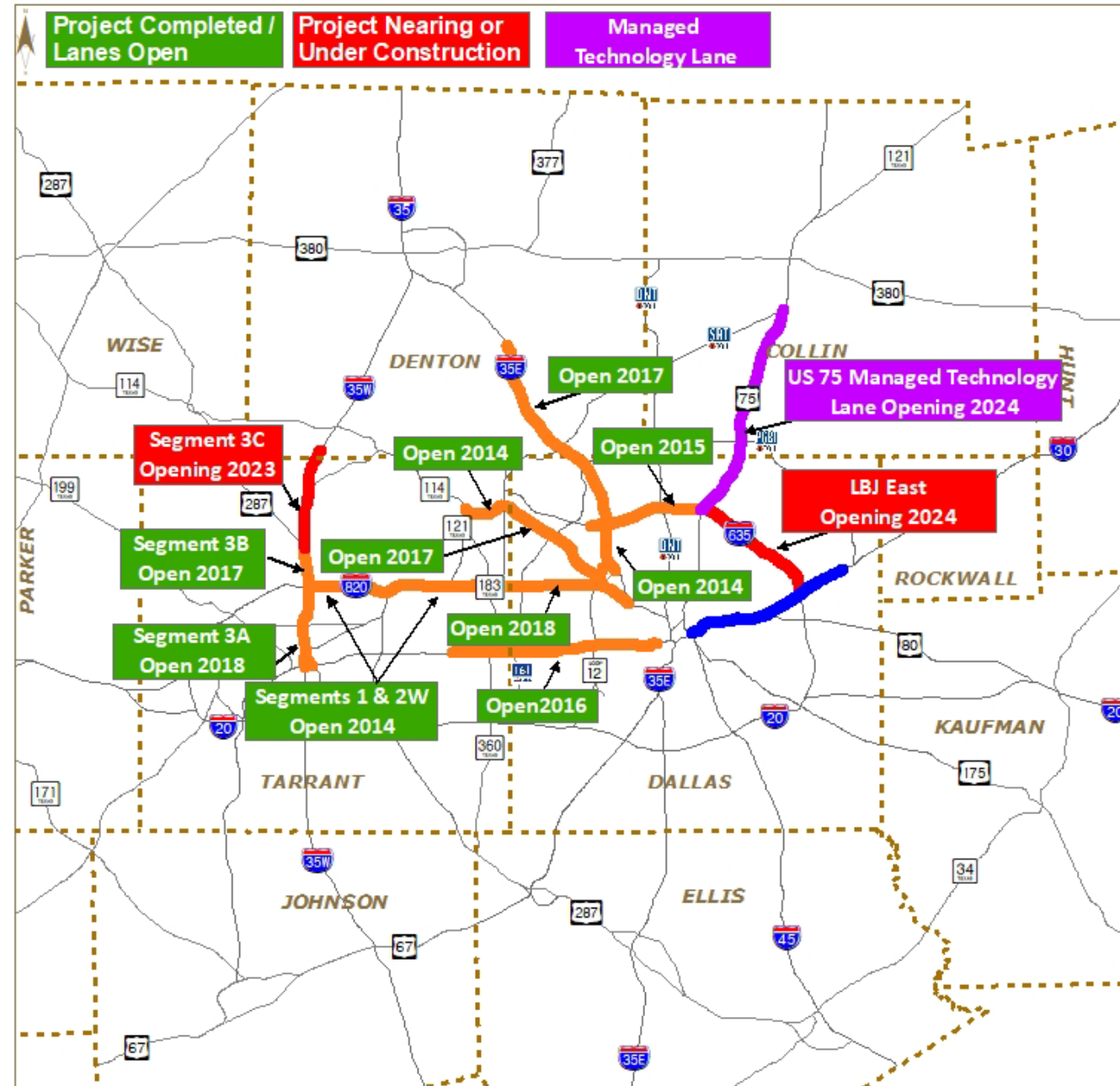
Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments



Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2022

How much HOV 2+ Subsidy has the RTC been responsible for?

\$ 7,906,433 as of November 2022

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 12,407 from October 2014 to November 2022

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2022

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$4,283,325	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,623,108	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through December 31, 2022



HOV Users

January 24, 2020 to December 31, 2022

Users: 57,305

Vehicles: 55,959

Occupant Passes: 10,164



Total and HOV Transactions

January 24, 2020 to December 31, 2022

Total Transactions – 3,288,178

LBJ/NTE Partners – 2,201,665

TxDOT – 1,086,525

Total HOV Transactions – 1,463,534 (~44%)

LBJ/NTE Partners – 1,003,638

TxDOT – 459,902

Unique Vehicles – 57,490



Questions/Contacts

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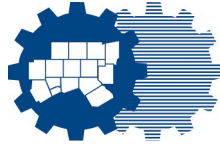
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North Central Texas Council of Governments

December 15, 2022

Mr. Marc D. Williams, P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Williams:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to submit comments on the proposed grant materials for the first phase of the Texas Electric Vehicle Infrastructure Plan.

The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area, with the RTC serving as the MPO's policy body. As the MPO, we work closely with regional, state, and federal partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use.

The RTC and NCTCOG appreciate the Texas Department of Transportation's consideration of the attached comments and recommendations. If you have any questions, please contact me at (817) 695-9332 or email at lclark@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Lori Pampell Clark". The signature is written in a cursive, flowing style.

Lori Clark
Program Manager
North Central Texas Council of
Governments

NA:lpc

NCTCOG Staff Comments on Draft Texas EV Charging Plan Grant Documents

Overall Comments

1. There is confusion/conflict between elements of the language in the Texas EV Charging Plan and draft grant program documents. This is likely because the Texas EV Charging Plan was drafted with the thought that funds would be distributed through contractors, versus the proposed grant process, and the grant documents reference back to the Texas EV Charging Plan frequently. Either the Texas EV Charging Plan needs to be updated to clarify process, or more detail should be added into the grant documents to avoid pointing the reader back to the plan. If the Texas EV Charging Plan is updated to clarify process, the associated webpage should also be updated to be coordinated with the plan.
 - a. Specific example: In the plan, under 'Contracting,' TxDOT indicates that it will work with private sector entities and references them as 'vendors.' In the Request for Grant Applications (RFGA), 'Eligible Applicants' is scoped to include public sector entities in addition to the private sector.

Suggestions for the Request for Grant Applications (RFGA)

1. Add reference and link to program FAQs
2. Under "Eligible Applicants," is there an expectation that the entity that purchases and owns the stations also has responsibility for operations and maintenance? It may be helpful to speak to this one way or another in this section.
3. Under "Eligible Projects," Project Requirements heading:
 - a. In the final RFGA, change from bullet points to number list to simplify communication about project requirements.
 - b. Sixth bullet point: Must DCFC equipment support all three standards listed: Open Charge Point Interface, Open Charge Port Protocol, and ISO 15118? Or is this an either/or list? Clarification would be good to indicate if at least one of, or all three of, the listed elements must be supported.
 - c. Seventh bullet point: The RFGA suggests that an applicant can propose a different site after award if the originally awarded site is determined to be infeasible. Since this is outlined as a competitive grant program with each site scored separately, the allowance to change locations after award may be problematic. Instead, TxDOT may want to develop a list of "second place" awards based on the competitive selection and if the originally awarded site is determined to be infeasible, the award is reallocated to the "second place" location based on the competitive selection.
 - d. Eighth bullet point: Under "Provide multiple payment options...", if there is a specific payment option required to be available, indicate by including that option must be included, then list "Other payment options must be made available, including but not limited to:"

- e. Tenth bullet point: Add explanation on what “idle,” “idle fees,” and the “grace period” are.
 - f. Eleventh bullet point: Clarify intent of “when the host location will support it.” Is the “support” based on host location agreement, or site layout and geographic/spatial feasibility?
 - g. Last bullet” clarify what constitutes ADA compliance from TxDOT’s perspective for purposes of this program, providing links as needed.
- 4. Under “Eligible Expenses,” one of the most frequently asked questions with infrastructure incentive programs is whether utility-related costs are eligible. It would be helpful to speak specifically about the scope of utility-related costs that are or are not eligible.
- 5. Under “Operating Requirements”
 - a. In the second full paragraph, the second sentence defining operations references “demand chargers.” Is this supposed to be “demand charges”?
 - b. TxDOT indicates that once a site achieves “self-sustainability,” operational costs are no longer eligible for reimbursement. Prior to self-sustainability, does TxDOT intend to reimburse all operational costs, or just the difference between the cost of electricity and the fees paid by users of the charging stations? Would TxDOT allow grant recipients to combine user fees and reimbursement to exceed actual operating costs (and thus achieve profit with use of grant funds)? More explanation of this would be helpful.
- 6. Under “Application Process,” second-to-last bullet point, revise “VW Emission Settlement” to “Texas Volkswagen Environmental Mitigation Program.”
- 7. Under “Selection Criteria”:
 - a. Separate the “yes/no” criteria into a section that says, “Applications will be screened for eligibility using the following criteria: any applications not passing the eligibility screen will not be scored further.” Screening criteria should include all requirements (e.g., providing a minimum number of SAE connectors, etc.)
 - b. TxDOT indicates that it reserves the right to select competitive applications that add to the continuity of corridors. Is this intended to suggest that TxDOT is seeking to minimize the number of site operators along a corridor? If so, more detail to explain that intent may be warranted.
 - c. Add a description of how the points awarded for meeting the criteria factor into the decision making with caveat that higher scoring applicants are more likely to be considered but not guaranteed an award as TxDOT will make the final decision based on meeting the agency’s objectives.
- 8. Under “Reimbursement of Expenses,” clarify the following language: “TxDOT will reimburse the grant recipient for no more than the amounts established by TxDOT for that type of activity as established in Eligible Expenses section.” It is not clear whether the intent is to say that reimbursement is limited to the amount established in the agreement, or that it is limited only by eligible costs even if those eligible costs exceed the proposed amount in the application/agreement.

Suggestions for the Application Form

1. In the introductory paragraph, add a link to the EV charging plan webpage. If possible, also link to the list of EV study Areas with names, location, info, and recommended connector counts.
2. Mention and provide link to program FAQs.
3. Add a character limit or page limit to each narrative question.
4. Contact Information: suggest updating the Company Name field label to Entity Name to be inclusive of all eligible applicants per the RFGA.
5. Additional recommended questions:
 - a. Describe plans for future-proofing or other EV-readiness measures. (For example, are they laying additional conduit or taking other steps to plan for addition of more chargers in the future?)
 - b. Describe any resilience elements (on-site solar, battery storage, etc).
 - c. Describe plans to incorporate ADA compliance and explain whether any ADA elements are being imposed as a requirement by any of the authorities having jurisdiction (AHJ) over proposed sites.
 - i. Question for consideration: If an AHJ is mandating ADA compliance elements, the cost of the given site will likely be higher. How will TxDOT navigate scoring on cost between a site that is more expensive but adheres to specific local requirements versus a less expensive one that is not subject to the same requirements? A general question may be warranted to allow the applicant space to explain any AHJ-specific requirements above and beyond those applicable from the FHWA guidance/rulemaking and Texas EV Charging Plan and grant requirements.
 - d. Describe how the contact information will be posted on the site. (For example, stickers can easily be rubbed off. The posted contact information needs to be affixed in a permanent way, which is clearly labeled.)
 - e. Describe plans to incorporate disadvantaged business enterprises as part of the project.
6. Under “General Information - 1”: To increase emphasis on experience in Texas, suggest rephrasing to: “Include key personnel experience and examples of similar work completed in Texas. If no experience working in Texas, please indicate this and provide any key personnel experience and examples of similar work in other states. “
7. “General Information – 2”: As an equity element, suggest asking specifically about plans to accommodate use by “unbanked” drivers.
8. “General Information – 3”: Add a question on physical security plan and/or request information on the applicant’s “ability to monitor site”. Will there be in-person monitoring or cameras or some other mechanism to evaluate site security?
9. “General Info – 4”:
 - a. Add an explanation on what the idle time grace period is. Note typo in the word “charging” in the first question.
 - b. Buy America is often not a simple yes/no. This is better as a free-form field to best capture information relevant to FHWA guidance at the time of release. For example, it may be necessary to detail explanation of Buy America compliance based on

components and assembly separately and require attachment of any relevant Buy America certification forms.

10. "Worksheet Instructions"

- a. In the discussion on connectors, recommend specifying that all these requirements are applicable to publicly accessible connectors. Any site could submit to having some privately accessible connectors for limited access (aka fleet) purposes, but those would have to be above & beyond the FHWA-required minimum of four.

11. "EV Study Areas Worksheet"

- a. Consider separating equipment cost, installation costs, and expected annual operations and maintenance funds to get more clarity on cost. Operations and maintenance estimates will be important in confirming how much funding is available for Phase 2 implementation after the initial 55 Phase 1 sites are awarded.
- b. Add column for specific site address (if known; should be known if there is a hosting agreement in place)
- c. Add a column to describe amenities available at the proposed site location (food, shopping, entertainment, other)
- d. Add a yes/no column on whether the proposed site already has 3-phase power

Suggestions on the Draft Scoring Sheet

1. Separate required site criteria into an "eligibility" section or similar rather than a "scoring" criteria, making it clear that at a minimum these requirements must be met to be eligible. This could also streamline the scoring process as any sites failing these screens would not require further review. Consider required site criteria to include Buy America compliance, at least four connectors at 150kW per connector, retail agreement in place, dedicated support, and restrooms available to public.
2. Separate qualitative criteria that are reflective of the applying entity into a different section from those that are truly site-specific.
3. Add a description of how the points awarded for meeting the criteria factor into the decision making with a caveat that higher scoring applicants are more likely to be considered but not guaranteed an award as TxDOT will make the final decision.
4. Evaluate both cyber security and physical security plans.
5. What is the rationale for providing more points for higher power chargers? In rural areas especially, higher power chargers may add substantial extra cost both in installation and operations and maintenance categories. Consider the unintended consequences of this requirement.
6. Clarify if the points associated with price per connector is only for installation or includes operations and maintenance costs. Will any points be awarded based on higher or lower operations and maintenance costs? Is there a way to award points based on projected costs for upgrading in the future or level of future-proofing?
7. Adding a scoring criterion for inclusion of resilience elements (on-site solar, battery storage, etc.).

8. Add scoring for inclusion of disadvantaged business enterprises as contractors, subcontractors, site hosts, maintenance service providers, or other roles. Higher points could be awarded for more thorough plans or for more substantive roles.

Suggestions on the Site Host Verification Form

1. In the Property Owner Section, include that the property owner has read and accepts the terms laid out in the application, including that they agree that the applicant must comply with all grant requirements. For example, the property owner needs to be aware of site requirements such as lighting and restrooms, in addition to the DCFC equipment details.
2. If questions or scoring are added for use of a disadvantaged business enterprise as a site host, add space for the site host to self-identify as a disadvantaged business enterprise and identify any specific certifications (with attachments as needed).

Suggestions on the Environmental Clearance Form

1. Under “Water Resources”, provide a link to Section 404 of the Clean Water Act for reference ([Permit Program under CWA Section 404 | US EPA](#))



Local Government Energy Reporting

Surface Transportation Technical Committee
January 27, 2023

North Central Texas Council of Governments



Local Government Energy Reporting

Pursuant to [Texas Health and Safety Code §388.005\(c\)](#), the Texas State Energy Conservation Office (SECO) requires all political subdivisions, state agencies, and institutes of higher education in a non-attainment area or an affected county to establish a goal to reduce electricity consumption by at least **five percent** each year and report progress annually.

North Texas counties affected: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

Action Required:

- **Submit the required report by Friday, March 3, 2023**, via the SECO Local Government Energy Reporting [webpage](#)
 - Use SECO's "[Energy Consumption Reporting Dashboard](#)" to Review Prior Years' Data and Compare Against Peer Entities

Resources for Reporting:

- For frequently asked questions, refer to the South-Central Partnership for Energy Efficiency as a Resource (SPEER) energy reporting guide on their website at www.eepartnership.org/energy-reporting-faq/
- Use this [Reporting Help Guide \(PDF\)](#) to gather all necessary information prior to reporting online



SECO No-Cost Resources to Assist Entities in Meeting the 5% Reduction Goal

Preliminary Energy Assessments (PEAs): provide recommendations for cost-effective efficiency measures that could be implemented to reduce utility consumption or utility costs. A PEA may include:

- Analysis of utility bills and other building information to determine facilities' energy and cost utilization
- Recommended maintenance procedures and capital energy retrofits
- Development of an overall energy management policy
- Facility benchmarking using ENERGY STAR Portfolio Manager

To learn more and apply for a PEA, see SECO's website at [Preliminary Energy Assessments \(texas.gov\)](https://www.seco.state.tx.us/energy-assessments)

Technical Assistance Program (TAP): Through the TAP, SECO contracts with leading engineering firms to provide customized, on-site, energy-related services ranging from basic consultation to feasibility studies. To learn more and apply to participate in the TAP, see SECO's website at [Technical Assistance for Local Governments \(texas.gov\)](https://www.seco.state.tx.us/technical-assistance)

Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan: Finances energy-related, cost-reduced retrofits of facilities supported by the state. Borrowers receive low-interest loans to help pay for these efforts. Applicants repay the loans from the energy cost savings realized by the projects. Open enrollment for this program is available through Thursday, August 31, 2023. For more information, see SECO's website at [LoanSTAR Revolving Loan Program \(texas.gov\)](https://www.seco.state.tx.us/loanstar)



Contact Us



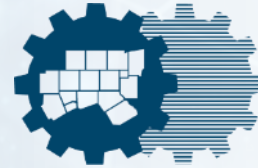
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Local Government Energy Reporting



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

January 27, 2023

North Central Texas Council of Governments

Project Spotlight – City of Dallas

Awarded Project	Two Diesel Hybrid Electric Crawler Tractors; 92% NOx Emissions Reduction
Technology Replaced	Two Diesel Crawler Tractors
Project Geographic Area	City of Dallas, McCommas Bluff Landfill
Implementation Date	April 2022
Awarded Amount Total Project Cost	\$249,589 \$998,354
Call for Projects	Clean Fleets North Texas 2019
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – City of Dallas



Crawler Tractor #1



Crawler Tractor Screen



Crawler Tractor #2



Contact Us



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ITS AMERICA



April 24-27, 2023



Grapevine, TX
Gaylord Texan Resort and Hotel

[Link to Register](#)

[ITS Strategic Plan](#)

MINUTES**Regional Transportation Council
PUBLIC MEETING****Transportation Alternatives Program Call for Projects:
Recommended Funding Awards****Walk to School Day Recap****Regional Policy for Complete Streets & Context Sensitive Design****End of 2022 Ozone Season****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Nov. 7, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.publicinput.com/nctcogNov22. Karla Windsor, Senior Program Manager, moderated the meeting, attended by 99 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:

- Transportation Alternatives Program Call for Projects: Recommended Funding Awards – **presented by Daniel Snyder**
- Walk to School Day Recap – **presented by Erin Curry**
- Regional Policy for Complete Streets & Context Sensitive Design – **presented by Cauner McDonald**
- End of 2022 Ozone Season – **presented by Nick Van Haasen**

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.publicinput.com/nctcogNov22.

Summary of Presentations***Transportation Alternatives Program Call for Projects: Recommended Funding Awards presentation:***

<https://www.nctcog.org/getmedia/960e47c9-556b-45de-b5db-70637a5e52c0/Transportation-Alternatives-Set-Aside-Program.pdf>

Transportation Alternatives Program Call for Projects: Recommended Funding Awards handout:

https://www.nctcog.org/getmedia/2d62267f-99da-4939-839c-3f3538de81a6/Draft_TA-Project-Funding-Tables_11-03-2022.pdf

Project activities eligible to receive funding from the 2022 Transportation Alternatives Call for Projects (TA CFP) include shared-use paths, on-street bikeways, signage, and protected intersections, among others. The 2022 TA CFP had four eligible project categories: Active Transportation, Safe Routes to School, Safe Routes to Rail, and Safety and Technology. Each category had its own set of scoring criteria.

NCTCOG staff received 33 applications and is recommending awarding funding to 13 projects throughout the region, including the City of Arlington, City of Fort Worth, City of Frisco, City of Allen, Dallas County, and along Dallas Area Rapid Transit (DART) routes. A breakdown of funding allocations can be viewed at www.publicinput.com/nctcogNov22.

The RTC will take action on the 2022 Transportation Alternatives Call for Projects funding recommendations on Thursday, Dec. 8, 2022.

Walk to School Day Recap presentation:

<https://www.nctcog.org/getmedia/9c5610e8-35b7-4d2c-bed5-9eadd6378f79/Walk-to-School-Day-Recap.pdf>

Walk to School Day, which began in 1997, is an annual event where schools and communities all across the country walk to school on the same day.

A total of 2,789 events were registered nationwide and 198 events were registered in the State of Texas, with 104 of those events taking place in Collin, Dallas, Denton, Ellis, Hunt, and Tarrant counties. NCTCOG staff helped 20 of the aforementioned schools celebrate Walk to School Day. Prizes were awarded to schools based on the events planned and in the order of applications received.

The next Walk to School Day event will be held on Wednesday, Oct. 4, 2023. For more information, visit www.WalkBiketoSchool.com.

Regional Policy for Complete Streets & Context Sensitive Design presentation:

<https://www.nctcog.org/getmedia/fb626bc9-21d7-42dc-942b-07e39ee0af64/Complete-Streets-and-Context-Sensitive-Design.pdf>

The Regional Model for Complete Streets & Context Sensitive Design outlines the importance of planning and constructing complete streets and is intended to serve as the framework for encouraging local policies and projects across the region.

The Federal Highway Administration (FHWA) defines “complete streets” as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities. Thus, streets should be designed to fit the distinct context, circumstances, and local characteristics.

The proposed resolution will:

- Direct staff to collaborate with local governments and transportation providers to develop a checklist and guide for projects with complete streets and context sensitive design elements.
- Encourage the adoption and implementation of local government policies and resolutions related to complete streets and context sensitive design.
- Encourage consideration of complete streets and context sensitive design elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations.
- Encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics.
- Direct staff to provide technical support for the development of local policies, resolutions, and applications for performance management.

The RTC will take action on Regional Policy for Complete Streets & Context Sensitive Design on Thursday, Nov. 10, 2022.

End of 2022 Ozone Season presentation:

<https://www.nctcog.org/getmedia/0c9a53b4-d2ad-4f4c-adb7-90569607aa26/2022-End-Of-Ozone-Season.pdf>

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

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

COMMENTS RECEIVED DURING THE MEETING

Transportation Alternatives Program Call for Projects: Recommended Funding Awards

Mike P, Citizen

A. Light Rail in Fort Worth

Comment: Has any thought been given to a light rail system like DART that connects the major neighborhoods in Fort Worth, or to expanding the TEXRail system beyond the T&P Station? There have been apartment complexes popping up everywhere and eventually parking and traffic will be even more challenging. West 7th is already best avoided altogether since more and more development is being crammed in the same space.

Summary of Response by Karla Windsor: NCTCOG's long-range transportation plan, Mobility 2045, has a lot of long-range systems in place for rail extensions, and planning for this initiative has been done at both the regional and local level. There have been attempts to run public transportation to the West 7th area specifically, and I know those are of interest to the community. Our transit team is currently trying to find a more permanent solution.

End of 2022 Ozone Season

Phyllis Silver, Citizen

A: Nonattainment penalties

Comment: Could you review what the penalties are for being in the nonattainment zone? Are penalties imposed by the State or some other entity? If there is a fee, who pays it, and to whom do they pay it?

Summary of Response by Nick Van Haasen: There are some penalties for being in nonattainment, and they are paid to the Environmental Protection Agency. If you feel comfortable providing your contact information, we can send you additional information.

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

Social Media

No comments submitted.

Website

No comments submitted.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Comments and Questions

Transportation Alternatives Set Aside Program

Question: What does "Set aside" refer to in the title of this budget?

Comments: I am pleased that there is an effort to make the streets in our Region more walkable.

I would like to see "Safe Routes to Rail" to be expanded to "Safe Routes to Public Transportation". In the Dallas area (not just the city of Dallas) there are grassy and rocky areas, broken sidewalks, sidewalks with obstacles, such as utility poles and utility units that make it difficult to go to and from bus stops. Traffic signals controlling crossings to and from bus stops are not always conducive to the safety of pedestrians, wheelchair users, and bicyclists. I would like to see improvement in these areas.

Walk to School Day 2022

Comments: This is a great initiative to have children thinking about walking.

It is wonderful that MTCOG has provided incentives to schools for this program.

Regional Model Supporting Complete Streets (Context Sensitive Design)

Comment: I support the RTC's effort to encourage local governments in our Region to adopt complete streets designs.

Jackie,
11/23/2022
Thank you for returning my call promptly today.

Attached are my comments & questions for the November Public Input Opportunity. This is due December 6.

Phyllis Silver

Phyllis Silver
11/23/2022

November 2022 Transportation Public Meeting
Comments and Questions
(continued)

End of 2022 Ozone Season

Comments: During the November 7, 2022 NCTCOG Public Input Meeting, I had asked if penalties were imposed if our Region is designated as "non attainment". I see from the NCTCOG Air Quality Handbook that "failure to meet Federal standards for air quality could result in additional emission-control requirements" and could result "in a freeze on Federal transportation funding."

Questions: Is there any way of determining who the air pollution offenders are? If there is, is there a way to penalize these offenders? Is there a financial penalty for companies that are responsible for us being a nonattainment zone? If there are financial penalties, are they paid to the EPA or some other group?

Are there incentives for companies to comply with Federal air quality standards?

Comment: I am thinking that if there are no penalties for offenders and incentives to comply, then compliance may not be a priority for some companies. I would be interested in learning your comments on this matter.
Thank you.



Phyllis Silver
Phyllis Silver
11/23/2022

Responses to Public Input following the November 2022 Public Meeting

Question:

“What does “Set-Aside” refer to in the title of this handout?”

Response:

The Surface Transportation Block Grant (STBG) is a source of federal funding for transportation-related projects under the Bipartisan Infrastructure Law. Within STBG funding, a percentage (or set-aside) is federally required to be used for Transportation Alternatives (or TA) Set-Aside eligible activities. The “Set-Aside” in the name of the funding source indicates it is a subset of a larger funding program.

Comment:

“I am pleased that there is an effort to make the streets in our region more walkable. I would like to see “Safe Routes to Rail” to be expanded to “Safe Routes to Public Transportation.” In the Dallas area (not just the City of Dallas) there are grassy and rocky areas, broken sidewalks, sidewalks with obstacles such as utility poles and utility units, that make it difficult to go to and from bus stops. Traffic signals controlling crossings to and from bus stops are not always conducive to the safety of pedestrians, wheelchair users, and bicyclists. I would like to see improvement in those areas.”

Response:

Thank you for your comment. NCTCOG staff concur with your assessment about the need to create connections to all forms of transportation facilities. We continue to work with local communities and support their efforts to improve transit access. We encourage you to reach out to your local city staff and elected officials and voice your support for these efforts since local governments are responsible for constructing and maintaining sidewalks.

MINUTES**Regional Transportation Council
PUBLIC MEETING****Map Your Experience 2022 Insights Report****DFW High-Speed Transportation Connections Study Update****Conformity Lapse Grace Period****DFW Clean Cities Fleet Recognition Awards and Annual Survey Results****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Dec. 12, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.publicinput.com/nctcogDec22. Dan Lamers, Senior Program Manager, moderated the meeting, attended by 57 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:

- Map Your Experience 2022 Insights Report – **presented by Brendon Wheeler**
- DFW High-Speed Transportation Connections Study Update – **presented by Brendon Wheeler**
- Conformity Lapse Grace Period – **presented by Jenny Narvaez**
- DFW Clean Cities Fleet Recognition Awards and Annual Survey Results – **presented by Jared Wright**

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.publicinput.com/nctcogDec22.

Summary of Presentations***Map Your Experience 2022 Insights Report presentation:***

<https://www.nctcog.org/getmedia/0558a3a7-a1bf-4dd3-9836-12665e7b66bb/Map-Your-Experience-2022-Insights-Report.pdf>

Map Your Experience is a web-based outreach tool and allows members of the public to drop a pin on a map where they are having transportation issues. The tool's data is available to the public, comments are incorporated into ongoing planning efforts, and NCTCOG staff provide reports to regional partners.

In the 2022 Insight Report, more than 50 percent of the comments received were related to bicycle and pedestrian issues, with accessibility being a major concern. About a third of the comments received were related to roadway issues.

Key insights of the report are:

- Accessibility issues for bicycle and pedestrian infrastructure are of greater concern than transit or roadway issues
- Key bicycle and pedestrian needs include wider sidewalks, protected bike lanes, safer speeds on non-arterial roads, and crosswalks across arterials
- Key transit needs include increased frequency and coverage in existing transit service areas and expansion of service to new areas
- Traffic and safety concerns are among the top comments, frequently showing up in areas with poor service
- In many cases, roadway comments are not concerned with speeds but with the safety of merging onto a road, poor visibility, or blind spots

NCTCOG staff will continue to analyze new comments and incorporate feedback into subsequent plans. For more information on the Map Your Experience tool, visit www.nctcog.org/mapyourexperience.

DFW High-Speed Transportation Connections Study Update presentation:

<https://www.nctcog.org/getmedia/bb4b4545-b60d-4104-8b82-b11066ad57ea/DFW-High-Speed-Transportation-Connections-Study-Update.pdf>

The High-Speed Transportation Connections Study (HSTCS) traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, both alignments and technology
- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in Phase 2. Phase 2 is an engineering and environmental analysis as prescribed by the National Environmental Policy Act (NEPA). This phase includes conceptual and preliminary engineering tasks, NEPA documentation and approval, financial and project management plans, and public and agency engagement. To date, the public and agency engagement has been completed, with 180 meetings held so far.

Work efforts are expected to conclude in late Spring 2023. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcog.org/dfw-hstcs.

Conformity Lapse Grace Period presentation:

<https://www.nctcog.org/getmedia/aa0bb530-745d-4859-b214-c0ebe9b24917/Conformity-Lapse-Grace-Period.pdf>

Ground-level ozone, commonly referred to as “bad ozone”, forms when emissions from

transportation, industrial and commercial operations, and natural sources emit nitrogen oxides (NOx) and volatile organic compounds (VOC).

According to the latest Environmental Protection Agency (EPA) designations, 10 counties in North Texas violate federal standards for having a high concentration of ground-level ozone. This designation is known as nonattainment. These counties are currently designated nonattainment under the 2008 ozone standard. Additionally, nine out of the 10 counties are also designated nonattainment under the 2015 ozone standard. (Rockwall County is in attainment under the 2015 standard.)

An air quality Conformity analysis demonstrates projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). The analysis also ensures federal funding and approval are applied to transportation projects that are consistent with air quality planning goals.

If a compliance determination is not made in accordance with the requisite frequency criteria, a Conformity lapse grace period occurs. After a missed deadline, areas have a one-year grace period and only transportation projects included in the most current conforming Metropolitan Transportation Plan and Transportation Improvement Program can be funded or approved during the 12-month grace period.

NCTCOG has received Conformity approval letters from the Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT). The agency is currently waiting for approval letters from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

DFW Clean Cities Fleet Recognition Awards and Annual Survey Results presentation:

<https://www.nctcog.org/getmedia/f36db8e6-0a40-4f83-ae32-d4166a6c0da5/2022-DFW-Clean-Cities-Fleet-Recognition-Awards-and-Annual-Survey-Results.pdf>

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities.

Sixty fleets participated in the 2021 Annual Survey and assisted in reducing approximately 27 tons of ozone-forming nitrogen oxides and approximately 118,555 tons of greenhouse gas emissions. Staff also recognized the winners of 2021 Fleet Challenge Goals, Greatest Progress in NO_x Reduction, Alternative Fuel Champions, and Greatest Showcase of Efficiency Strategies. Winners included the City of Carrollton, City of Dallas, City of Denton, Denton County, Dallas Area Rapid Transit (DART), and DFW International Airport.

To view the 2021 Annual Report and for more information on the 2022 Annual Survey, visit www.dfwcleancities.org.

Summary of Online Review and Comment Topic

Proposed Modifications to the List of Funded Projects

Handout: <https://www.nctcog.org/getmedia/0e4d7615-ccef-41ee-8587-40a723a14d2d/Public-Meeting-Report-Final--TIP-Mods.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the TIP. Projects with committed funds from federal, State, and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Hood, Johnson, and Tarrant Counties.

COMMENTS RECEIVED DURING THE MEETING

DFW High-Speed Transportation Connections Study

Gary Hennesse, Citizen

A: Locations of potential rail stations

Question: When studying potential station locations and infrastructure, will NCTCOG be able to rank all factors and determine which locations are better or worse for air quality Conformity?

Summary of Response by Dan Lamers: The Regional Transportation Council chose three downtown Fort Worth locations for high-speed rail stations because they are near the airport and have extensive bus and train connections. Arlington was also chosen because it is centrally located and has many visitors.

Hexel Colorado, Citizen

A. Fixed route transit

Question: Is NCTCOG considering any form of fixed-route transit connection between CentrePort/DFW Airport station, the Arlington Entertainment District, and the future Arlington high-speed rail station?

Summary of Response by Dan Lamers: The City of Arlington is proposing a high-speed rail station, but for now, there are other ways to get to the DFW Airport and the CentrePort Station.

Conformity Lapse Grace Period

Gary Hennesse, Citizen

A. Reasons for being in nonattainment

Question: Is part of the reason we're in nonattainment due to point source pollution and similar factors?

Summary of Response by Jenny Narvaez: The Environmental Protection Agency has set limits for nitrogen oxides and volatile organic compounds, and ozone is also a concern. Transportation is a large part of the problem, but there are other ways to contribute to ozone pollution. The Texas Commission on Environmental Quality is responsible for regulating point area sources in the State.

B. COVID's effect on Conformity

Question: Do you expect to reach conformity this year due to all the changes in the world related to COVID?

Summary of Response by Jenny Narvaez: Many believed the pandemic would help decrease ozone formation, but that did not actually happen. Texas, NCTCOG, and other agencies are currently looking into the sources of ozone formation and trying to figure out how to reduce it.

DFW Clean Cities Fleet Recognition Awards and Annual Survey Results

Gary Hennesse, Citizen

- A. United States Postal Service's (USPS) participation in air quality improvement programs

Question: Does the USPS participate in the Dallas-Fort Worth Clean Cities program?

Summary of Response by Jared Wright: Because we do not receive data or work with fleets at a national level, we do not know if the USPS participates in the program. If they do, they might be reporting data related to electric vehicles or alternative fuels.

Other

Gary Hennesse, Citizen

- A. NCTCOG's use of navigation systems

Question: Does NCTCOG use the information provided through online navigation systems that display congestion and vice versa??

Summary of Response by Dan Lamers: NCTCOG receives its information from the Texas Department of Transportation (TxDOT). TxDOT obtains input from a variety of sources, including people's experiences with tools like Waze and Google Maps, to help plan improvements to State-owned transportation facilities. More information is available at www.511DFW.org.

- B. Buses on toll roads

Question: Do buses receive a discount on regional toll roads?

Summary of Response by Dan Lamers: There are two types of toll roads in the region: traditional toll roads and managed lanes. Public transportation vehicles travel free on managed lanes, as required by the Regional Transportation Council, which keeps buses reliable and efficient.

- C. Rail connections for 2026 World Cup

Question: Was a commitment made to build a rail connection between the Arlington Entertainment District and DFW Airport for the 2026 World Cup?

Summary of Response by Dan Lamers: Transportation infrastructure does not currently include rail service to Arlington. While we don't believe we're going to have any kind of rail system, we

have made commitments for how we can utilize the system we currently have in a way that provides direct access.

Hexel Colorado, Citizen

A. GoPass

Question: Has NCTCOG researched integrating Google Maps into the GoPass app?

Summary of Response by Dan Lamers: We have an ongoing relationship with various services like Google, Apple, and Waze, but we don't yet know how to fully integrate them. We're glad you brought this up and we'll ask our team who work with these services to get back to you.

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

No comments received during the comment period via website, email, social media, and mail.

TRANSPORTATION

PUBLIC MEETING

FEB. 6 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Regional Safety Program & AV2.1 Regional Planning Exercise for Partners

Due to the increase in fatalities and serious injury crashes across the State and the Dallas-Fort Worth region, NCTCOG has been working with the Texas Department of Transportation and other Metropolitan Planning Organizations within Texas on a Statewide Safety Task Force. The focus is to identify strategies to reduce crashes on the transportation system. As part of this effort, the Regional Transportation Council recently approved a safety funding program, and staff will provide an overview of the engineering, enforcement and educational projects being developed through the program.

Mobility 2045 Update Transportation Conformity Determination

On Dec. 16, 2022, the U.S. Department of Transportation granted a successful transportation conformity determination for the Mobility 2045 Update. The Clean Air Act of 1990 requires Metropolitan Planning Organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed. Staff will present any effects on final project recommendations due to the Transportation Conformity review process.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Via app! Download the app at: [arlingtontx.gov/via](https://www.arlingtontx.gov/via).

Attend in person, watch the presentations live at publicinput.com/nctcogFeb23, or participate via phone by dialing 855-925-2801 then code 2862.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of 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.



RESOURCES & INFORMATION

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunity:
nctcog.org/aqfunding

Engine Off North Texas
EngineOffNorthTexas.org

Mobility 2045 - 2022 Update:
Administrative Revisions
nctcog.org/trans/plan/mtp/mobility-2045-2022-update

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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Sunday, Nov. 20, through Monday, Dec. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to public meetings were in the majority.

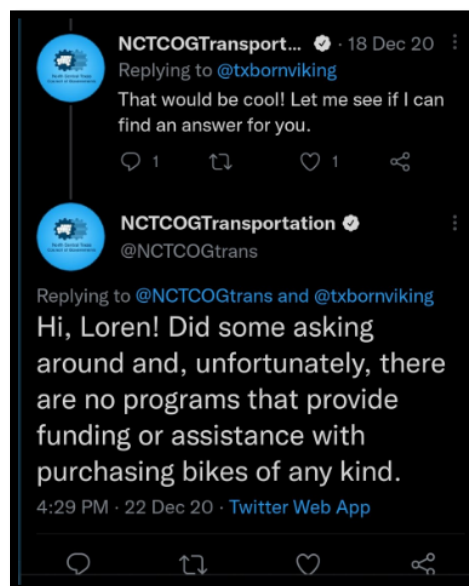
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there were 5 comments related to roadway conditions, 11 comments related to bicycle and pedestrian conditions and 1 comment related to transit conditions. To read them, visit:

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle and Pedestrian

Twitter –

1. In 2020 this was something I asked @NCTCOGtrans about... maybe their thinking has since changed regarding an e-bike rebate? But it seems likely the @CityOfDallas is deflecting...



It sounds like it's an issue of who manages the program and capacity, which there are ways to work with and around that. We'll see what we can do! — Krista Nightengale (@Knightengale)

2. Sure wish @txdot or @NCTCOGtrans could pull their heads out of the sand and create an e-bike incentive. But tbh we also need a massive expansion of safe biking infrastructure for riders.

Doing both would be FAR cheaper than their continued plans to expand autodependency. — Loren S. (@txbornviking)



Public Meetings/Forums

Twitter –

1. North Central Texas Council of Governments wants your input on transportation planning! The public is invited to a hybrid in-person and virtual public meeting at noon Dec. 12. Learn more: <http://publicinput.com/nctcogDec22> @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



2. Panel #2 at the Transportation Crossroads Conference on the Future of Transportation with @NCTCOGtrans' Michael Morris, @TxDOT's Darran Anderson, and Hillwood's Russell Laughlin, and moderated by @BurnsMcDonnell's Andrew Reid. #NDCC #Transportation — North Dallas Chamber (@NDCC)



3. Some great discussions about the future of #NorthTexas #Transportation at the @NDCC #TransportationCrossroads Conference. @TxDOT @dartmedia @TollTagNews @HillwoodDevelop @NCTCOGtrans — Tom LeBeau (@tmlebeau)

4. Started the day at the @NDCC North Dallas Chamber of Commerce #Transportation Crossroads Conference. Great to see folks and hear some interesting speakers! @NCTCOGtrans @TrinityMetro @TxDOTDallas @TollTagNews @JeffKitner — caraathome (@caraathome)



Safety

Email –

1. Trish Donaghey

We NEED a traffic light at the intersection of FM 982 and FM 546 south of Princeton, TX in unincorporated Collin Co. Around 5p, I counted 50 cars heading E stopped at the T at this intersection. Traffic running N and S were spaced just enough so the build up continued for a long time. Trying to turn N or S at the stop sign by Branch FD is risking your life and hoping NOT to get broadsided by traffic going N or S with NO stop sign. HELP!

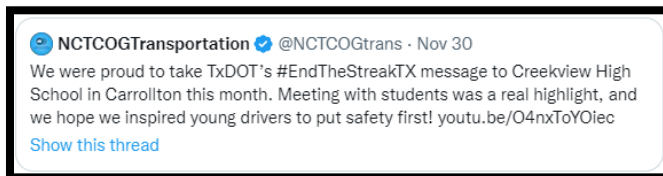
Response by NCTCOG Transportation staff:

Thank you for letting us know about the traffic you are seeing at FM 982 and FM 546. As you know, there has been rapid growth in unincorporated Collin County. The first step is to contact Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if a traffic signal evaluation has been requested from the Texas Department of Transportation. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also have information about this traffic signal. She can be reached at 972-542-2345.

Thank you for your comments.

Twitter –

1. Great event that we hosted in October! Thanks @NCTCOGtrans for being part of the solution to end the streak and distracted driving! — TEXpress Lanes (@TEXpressLanes)



Transit

Facebook –



1. — NCTCOG Transportation Department

Price — George Knudson

Twitter –

1. More shopping, less driving this holiday season - all @TrinityMetro ZIPZONEs will have weekend hours Nov. 26-Dec. 18. There is also a promo code to get your first 2 rides free at <http://ridetrinitymetro.org/zipzone>. #HopOn

Ride share deadheading increases VMT. This is absolutely not “less driving”. — David Gouldin (@dgouldin@mastodon.social) (@@dgouldin)

Email –

1. Frank Smith

Where is there discussion of needed to increase mass transportation in New areas (farm lands into cities). ??? Like monorails down the center of dual lane hiways. Electric busses for interurban travel.

Currently, all there is is the outmoded LA freeway thinking on this board.

Response by NCTCOG Transportation staff:

Thank you for providing your input to the North Central Texas Council of Governments Transportation Department. We recently completed our 2022 update to the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. It can be located here: www.nctcog.org/mobilityplan. In this plan, you can find out more about our recommendations on how we aim to improve regional mobility and enhance mass transportation.

If you have additional comments, please let us know.

High-Speed Transportation

Twitter –

1. Watching @NCTCOGtrans public meeting. High Speed Corridor recommendation between Downtown Dallas, Arlington Entertainment District, and Downtown Fort Worth along I-30 corridor. — Hexel (@hexel_co)



Extremely needed, and now even more with the upcoming 2026 World Cup being played in Arlington (most people are probably staying in Dallas or Fort Worth) — エマニエル (@mongulbunny)

Cedars station? — matt h (@matthavener)

NOOO make the station union station AARGHhh — ConnorAlt (@AlternateConnor)

Is this meant to connect with the proposed Texas Central Cedars station? — Eric (@EricTheTexan)

I think so but that should go to union station too 🤔 — ConnorAlt (@AlternateConnor)

2. The @NCTCOGtrans is kicking off an environmental impact study of high-speed rail between Dallas and Fort Worth. — Fort Worth Report (@FortWorthReport)

Roadway Projects/Planning/Programs

Twitter –

1. It's officially open! The Southern Gateway project rebuilt and widened ten miles of I-35E and US 67, and the construction included non-tolled commuter lanes to help during rush hour. Thank you to all who attended. #txclearlanes @CityOfDallas @TxDOT @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)

2. I wonder who has read the @urbaninstitute Recommendations for Increasing Transportation Equity in Southern Dallas? @dartmedia @caseyt07 @atkins_tennell @NCTCOGtrans @EquityDallas @DallasTRHT @EvertonBailey @CoalitionNewDAL @VealeMr #transportation <https://urban.org/sites/default/files/202212/Recommendations%20for%20Increasing%20Transportation%20Equity%20in%20South%20Dallas.pdf> — caraathome (@caraathome)



DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

★ ★ ★

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

GATEWAY TO PROGRESS



Last year ended with a major milestone for south Dallas, which will serve the area for decades to come.

The official ribbon was cut over the Southern Gateway Project Nov. 30, signifying the latest success for mobility and safety with the Texas Clear Lanes program.

As a sea of cars smoothly sailed under the new 12th Street bridge, several local and state officials were in attendance to do the honors, including Chairman J. Bruce Bugg, Jr. Commissioner Robert Vaughn, County Judge Clay Jenkins and State Sen. Royce West.

The five-year, \$666 million project rebuilt and widened I-35E from Colorado Boulevard to US 67 and widened US 67 from I-35E to I-20. 3. This innovative project features non-tolled, reversible managed lanes that help provide a total of seven lanes into or out of downtown Dallas depending on peak travel time demands, which will make for an easier and safer drive for commuters.

"Improvement projects like these create more efficient and safer routes for drivers and give them back more valuable time that used to be spent in traffic," Bugg said. "What's more, these projects give the Texas economy even more opportunity to continue to grow."

The Southern Gateway is the fifth Texas Clear Lanes project to be completed in Dallas-Fort Worth.



ABOVE: The Southern Gateway ribbon cutting took place Nov. 30, 2022.



AT LEFT: The original project limits

The statewide endeavor reduces congestion throughout the state by focusing planning and construction efforts on the top 100 most congested roads in the major

metropolitan areas of Dallas, Fort Worth, Austin, San Antonio and Houston.

More on BACK PAGE »

Photo credit: TxDOT

DECEMBER 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	CONTRACTOR
1	0047-04-031	SH 5	SH 121 to north of Collin County Outer Loop	Reconstruct & widen 2 In rural highway to 4 In urban	\$39.66	\$39.27	-0.99%	Harper Brothers Construction LLC
2	0092-14-098	IH 45	IH 30 to Pennsylvania Ave.	Bridge maintenance	\$6.00	\$5.12	-14.55%	Gibson & Associates, Inc.
3	0196-02-132	IH 35E	Frankford Rd. to Corporate Dr.	Highway operations program	\$16.12	\$17.60	9.21%	Copasa Inc.
4	1567-01-042	FM 720	FM 720, FM 544, & FM 423 to Eldorado Pkwy., Collin C/L, SH 121	Full depth concrete repair	\$3.47	\$2.65	-23.72%	O. Trevino Construction, LLC
5	2352-02-027	FM 2449	FM 156 to Clairmont Dr.	Rehabilitate existing roadway	\$1.42	\$2.10	47.41%	Eurovia Atlantic Coast LLC
6	2374-04-090	IH 20	IH 20 at Spur 408	Rehabilitate bridge	\$4.82	\$4.35	-9.68%	Gibson & Associates, Inc.

** District FY 2022 Letting Cap includes the following:

1) IH 35E Phase II Dallas County Design Build Project for \$708 million

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

EST. DECEMBER 2022 TOTALS	\$71.49	\$71.09	1.28%
DISTRICT FY ACCUMULATIVE LETTINGS	\$845.35	\$943.01	
DALLAS DISTRICT FY LETTING VOLUME CAP	\$1,301,360,000**		

JANUARY 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-03-057	IH 45	SH 34 to south of SL 161	Repair roadway	\$2.60
2	0095-03-107*	VA	Various locations to in the Dallas District	Seal coat and pavement markings	\$21.09
3	0196-02-128	IH 35E	At 1171 and Main St.	Interchange improvement	\$83.49
4	1013-01-038	FM 546	At FM 3286 intersection	Intersection improvement	\$2.84
5	1014-02-043	FM 548	At Parker Creek	Bridge replacement	\$3.84
6	1567-02-037	FM 423	W Lake Highlands Dr. to Lake Ridge Dr.	Landscape development	\$0.22
ESTIMATED TOTAL					\$114.08 M

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1-31, 2022)

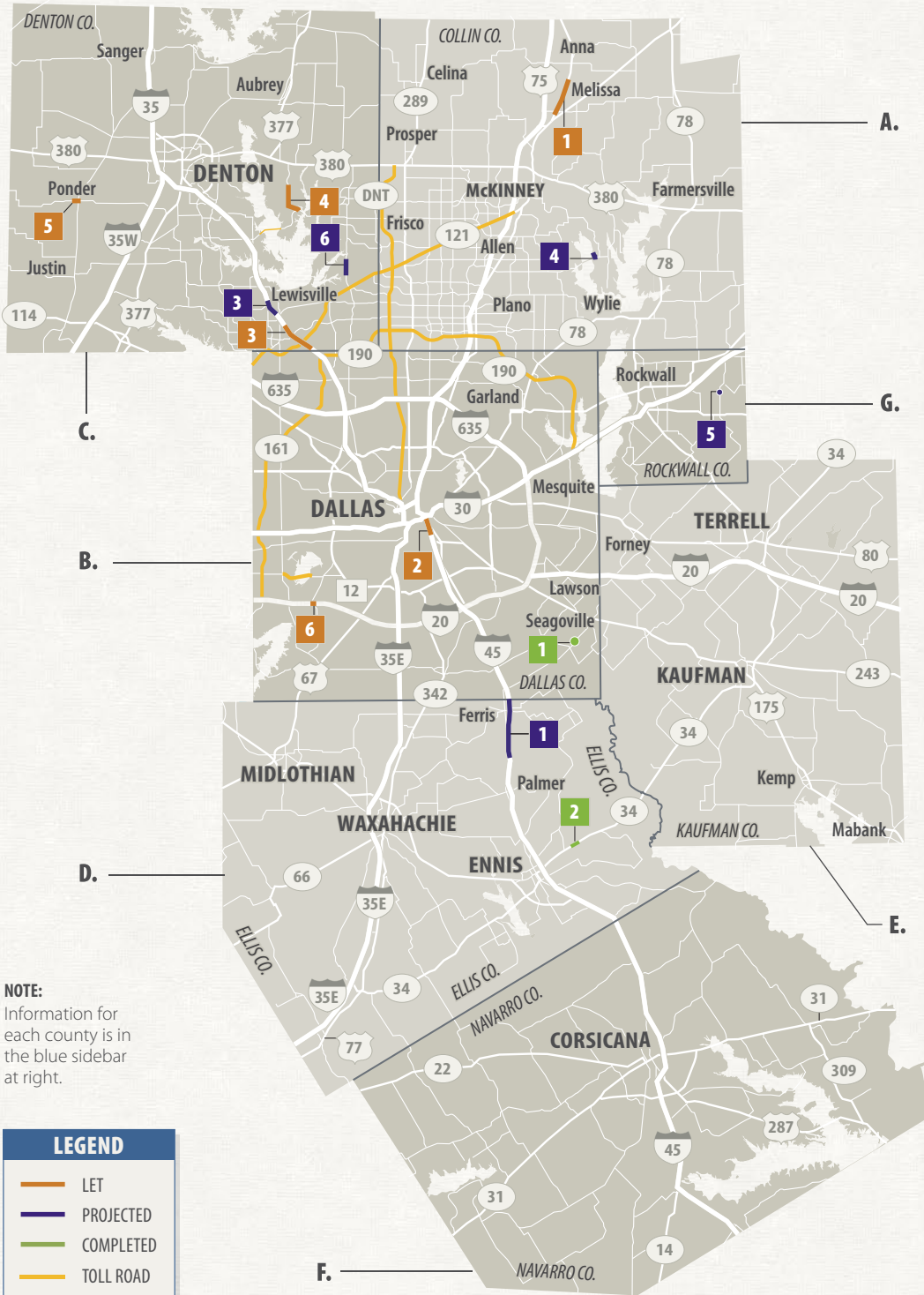
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0918-47-148	CS	Malloy Bridge Rd. at Parsons Slough	Bridge replacement	\$1.77	12/21/22
2	0173-01-050	SH 34	W of Novy Rd. to E of Novy Rd., at Kings Creek Dr., and E of CR 682 to W of CR 682	Add left turn lanes	\$1.37	12/12/22
ESTIMATED TOTAL					\$3.14 M	

SOURCE: Texas Department of Transportation.

TxDOT graphic

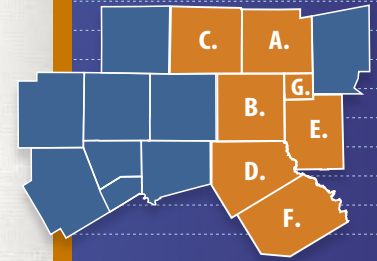
DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **December 2022**, are projected to let in **January 2023**, or have recently been **completed**.



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

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2022 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810
*POPULATION ESTIMATE | 5,274,480
LANE MILES | 11,087.892

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 865,094
*POPULATION ESTIMATE: 1,135,060
LANE MILES: 1,556.034

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680
*POPULATION ESTIMATE: 2,654,510
LANE MILES: 3,438.432

C. | DENTON COUNTY

VEHICLE REGISTRATION: 737,322
*POPULATION ESTIMATE: 950,660
LANE MILES: 1,730.268

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 207,620
LANE MILES: 1,547.372

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 153,130
LANE MILES: 1,215.381

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281
*POPULATION ESTIMATE: 53,610
LANE MILES: 1,252.730

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840
*POPULATION ESTIMATE: 119,900
LANE MILES: 347.675

Continued from COVER STORY »

The North Texas region has completed \$1.2 billion in Clear Lanes projects to date, with another \$5.1 billion under construction and \$3.3 billion in planning.



"The Southern Gateway illustrates how a highway project can help reconnect and enhance communities. Planning for this project began more than a decade ago, and I appreciate the opportunity to have guided TxDOT's effort to give the community and stakeholders a voice on the final vision that we see today," said Sen. West.

In the near future, city and private entities will complete a deck park spanning I-35E in between Ewing and Marsalis Avenues. The deck park is funded by others, but TxDOT built the structures for the deck that is adjacent to the Dallas Zoo and reconnects historic Oak Cliff. ■

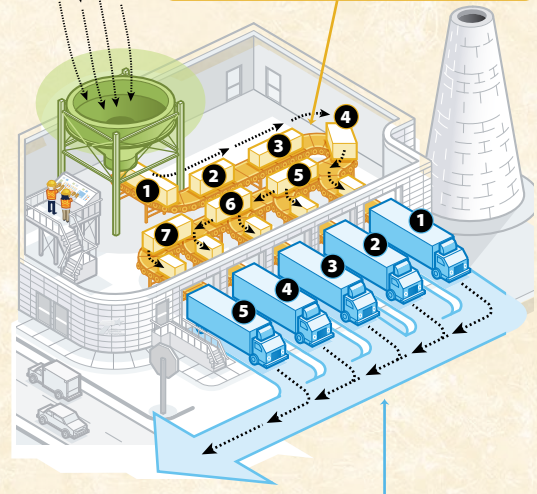
For more information on the Texas Clear Lanes initiative and scheduled projects, visit www.TexasClearLanes.com.

1. FUNDING SOURCES



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement



3. MOBILITY AND MAINTENANCE PROJECTS

1. Connectivity
2. Preservation
3. Safety
4. Mobility
5. Roadway Maintenance

TxDOT PREPARED FOR WINTER WEATHER

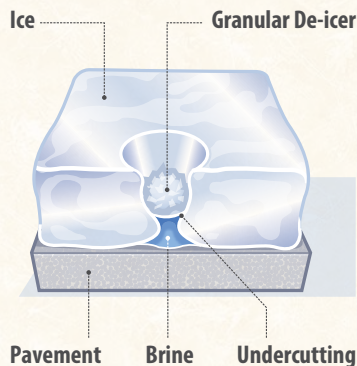
HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

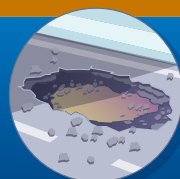
Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist

DALLAS DISTRICT | PROGRESS



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

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dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>