

AGENDA

**Regional Transportation Council
Thursday, January 12, 2023
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of December 8, 2022, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the December 8, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes : 5
 - 3.1. **February 2023 Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.
Background: February 2023 revisions to the 2023-2026 TIP are provided as [Electronic Item 3.1.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. Also provided is [Electronic Item 3.1.2](#), an Administrative Amendment processed through the November 2022 cycle.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:35

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

☐ Action

☐ Possible Action

☒ Information

Minutes: 15

Presenter:

Michael Morris, NCTCOG

1. Air Quality Conformity Approval (See Agenda Item 7)
2. Award Recognitions
3. Regional Transportation Council Meeting Dates 2023 ([Electronic Item 4.1](#))
4. Partnership Meeting With The State Of Tennessee
5. Air North Texas Partner Awards ([Electronic Item 4.2](#))
6. I-20 Corridor Rail Project
7. Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program
8. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
9. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
10. December Public Meeting Minutes ([Electronic Item 4.3](#))
11. Public Comments Report ([Electronic Item 4.4](#))
12. Recent Correspondence ([Electronic Item 4.5](#))
13. Recent News Articles ([Electronic Item 4.6](#))
14. Recent Press Releases ([Electronic Item 4.7](#))

1:35 – 1:50

5. **Medal of Honor – Museum Partnership Program: Leadership Institute**

☒ Action

☐ Possible Action

☐ Information

Minutes: 15

Presenters:

Michael Morris and Karla Windsor, NCTCOG

Item Summary:

Staff will request approval of a financial contribution of \$1.895 million in Regional Transportation Council 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 5.1](#), a letter of support the RTC to be signed by members in [Electronic Item 5.2](#), and additional information in [Electronic Item 5.3](#) to provide background information about the upcoming project and recommended financial contribution. This also includes the methodology staff used to identify eligible transportation elements. Staff briefed 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: Bike/Ped+, Roadway

1:50 – 2:05

6. **Legislative Update**

☐ Action ☒ Possible Action ☐ Information Minutes: 15

Presenters: Rebekah Gongora, 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 for both the United States Congress and the Texas Legislature. The 1st session of the 118th US Congress convened on January 3, 2023. The 88th Texas Legislature is scheduled to convene on January 10, 2023. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Transit

2:05 – 2:20

7. **Status Of Conformity Determination – Received**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenters: Chris Klaus, Jenny Narvaez, and Brendon Wheeler, 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). Staff will present any effects on final project recommendations due to the Transportation Conformity review process.

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 7.1](#) 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: 2022 Update as the region's long-range transportation plan, carried out through policies, programs, and projects. [Electronic Item 7.2](#) contains any minor changes made to the roadway and transit project recommendations tables because of the conformity review process.

Performance Measure(s) Addressed: Air Quality, Roadway

2:20 – 2:35

8. Recent Presentations by the Director: Implications for 2023

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: The Director will summarize two end-of-the year presentations, one to the Tarrant Regional Transportation Coalition and one to the Transportation Crossroads Conference. This information has merit in focusing on policy conversations, technology emphasis areas and legislative needs.

Background: The last 12 months resulted in dozens of executive level presentations from city manager's associations to policy officials, to elected officials' groups, and national presentations in Washington D.C. Two presentations exemplify these efforts. [Electronic Item 8.1](#) provides details for the Tarrant Regional Transportation Coalition on December 7, 2022, and [Electronic Item 8.2](#) contains details for the Transportation Crossroads Conference on December 16, 2022.

Performance Measure(s) Addressed: Administrative

2:35 – 2:45

9. Walk To School Day Promotion 2022

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide an overview of the North Central Texas Council of Governments (NCTCOG) 2022 Walk to School Day promotional efforts and the results of the events held at participating schools.

Background: Walk to School Day is a national event where students from across the nation walk to school on the same day. Students that walk or bike to school show up more alert and ready to learn. Walk to School Day and similar events generate excitement and interest in the community around the importance of pedestrian and bicyclist safety on our roadways, as well as the benefits of active transportation to school. 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 Texas. [Electronic Item 9](#) contains additional details.

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

2:45 – 2:45

10. Progress Reports

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 10.1](#))
- STTC Attendance ([Electronic Item 10.2](#))

11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on February 9, 2023, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
December 8, 2022**

The Regional Transportation Council (RTC) met on December 8, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr, Steve Babick, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Alan Blaylock (representing Councilmember Michael Crain), J.D. Clark, Ceason Clemens, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Gary Fickes, Carlos Flores (representing Mayor Pro Tem Gyna Bivens), George Fuller, Raul Gonzalez, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Jensen, Brandon Jones, Mike Leyman, Stephen Mason (representing Mayor Barry Gordon), B. Adam McGough, Cara Mendelson, Cesar Molina (representing Board Member Dianne Costa), Ed Moore, Narvaez, Omar, Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, Chad West, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Monsur Ahmed, Vickie Alexander, Melissa Baker, Micah Baker, Thomas Bamonte, Berrien Barks, Burton Barr, Alberta Blair, David Boski, Jason Brown, Laura Cadena, David Cain, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Lorena Castillo, Ken Cates, Johngaim Cmalbo, John Cordary, Dawn Dalrymple, Clarence Daughtery, Brian Dell, Marcia Etie, Kevin Feldt, Clint Hail, Tony Hartzel, Robert Hinkle, Joel James, Vercie Pruitt-Jenkins, Amy Johnson, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Michael Knowles, Dan Lamers, Eron Linn, Paul Luedtke, Dan McClendon, Jon McKenzie, Mindy Mize, Erin Moore, Jenny Narvaez, Mark Nelson, Luke Offer, Robert Perez, Michael Peters, Martin Phillips, John Polster, Kelly Porter, James Powell, Ezra Pratt, Guillermo Quintanilla, Tito Rodriguez, Walter Shumac, III, Randy Skinner, Chelsey Smith, Toni Stehling, Shannon Stevenson, Jonathan Toffer, Caroline Waggoner, Brendon Wheeler, Amanda Wilson, Brian Wilson, Casey Wright, Susan Young, and Margarita Zollo.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Melissa Baker, with the City of Irving, spoke in support of Agenda Item 7, more specifically about the request for approval of the updated deadline proposed for the Conflans Road Project.
2. **Approval of the November 10, 2022, Minutes:** The minutes of the November 10, 2022, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Michele Wong Krause (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **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 will be 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 3.1.

A motion was made to approve Item 3.1 on the Consent Agenda. Oscar Trevino, Jr. (M); Therese Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris wished everyone a happy holiday season and noted that he was very proud of everyone's accomplishments over the last year. Michael expressed his condolences regarding the passing of former NCTCOG employee Lisa Key. He also congratulated Judge Glen Whitley on his retirement and provided him with a North Central Texas Council of Governments (NCTCOG) paperweight for his twenty years of service on the Regional Transportation Council. He noted that Agenda Items 12 and 13 would be postponed until the January meeting. The final Regional Transportation Council Bylaws, approved at the November RTC meeting, were made available for reference in Electronic Item 4.1. The final Regional Transportation Council Legislative Program also received approval in November and a handout was provided. Michael noted that the RTC would be providing correspondence to the Medal of Honor Museum Partnership Program: Leadership Institute. Instructions were provided to members on how they were to provide information for their individual signature blocks. Michael noted that he spoke at the Ribbon Cutting for the IH 35 E – Southern Gateway and Groundbreaking for Southeast Connector that produced \$2.7 billion. The remaining items were not presented.
5. **Emergency Funding: Backstop Funding For Transit Cooperative Vehicle Procurement:** Michael Morris requested 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) 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. Funding resolution expected January 2023. Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022. Backstop request was 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 is needed 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. More details were provided in Electronic Item 5.

A motion was made to ratify emergency funding authorization of \$1,500,000 (\$500,000 Regional Toll Revenue 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 additional price increase. Rick Bailey (M); Janet DePuy (S). The motion passed unanimously.

6. **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 existing 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 the City of 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 in federal funds for \$40 million of local funds from DART is being proposed (anticipate DART using existing local funds on Silver Line to match these federal funds). The resulting local 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, including the 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. Through this partnership, 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. These partnerships will be presented to the NCTCOG Executive Board for approval to receive funds on January 26, 2023. A detailed summary of the proposed partnership was provided in Electronic Item 6.

A motion was made to approve the proposed partnership with Dallas Area Rapid Transit (DART) for the Regional Transportation Council to provide federal funds in the amount of \$19.674 million to DART 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 in federal funds to DART for the 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 direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes. Rick Grady (M); Ed Moore (S). The motion passed unanimously.

7. **Milestone Policy Update and Fiscal Year 2022 Project Tracking Wrap Up/Fiscal Year 2023 Kickoff:** Brian Dell presented information about two project tracking initiatives that staff has been undertaking: 1) the MPO Milestone Policy focuses on projects funded for at least 10 years and have not gone to construction and 2) the FY2022 and 2023 Project Tracking initiatives that focus on projects that are expected to advance in those years. The summary of Milestone Policy projects that have not gone to construction (December 2022) was presented: one project scheduled letting FY2022 with a total funding of \$24,529,721, 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. Project risk by fiscal year and further details provided in Electronic Item 7.1. Summaries of how much funding and how many project phases that obligated in fiscal years 2022 and 2023 were provided for Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set-Aside funds, Information on each project was available in Electronic Items 7.2 and 7.3.

A motion was made to approve one MPO Milestone Policy project, Conflans Road from SH 161 to Valley View Lane. The project missed the original letting deadline at the end of FY2022. A portion of the project's funding has obligated, but full obligation and project letting are still pending, so staff recommends 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. Staff also asked for the ability to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed. It was noted that since the time of mailout, staff was informed that the project had been advertised and letting was anticipated in January 2023. Dianne Costa (M); Cara Mendelsohn (S). The motion passed unanimously.

8. **Transportation Alternatives Set-Aside Program Call for Projects Funding Recommendations:** Kevin Kokes requested Regional Transportation Council (RTC) approval of the list of projects to award funding through the 2022 Transportation Alternatives Set-Aside Call for Projects. Kevin 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 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. Examples of 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 200K population: Denton – Lewisville Urbanized Area, McKinney Urbanized Area, and Dallas – Fort Worth – Arlington Urbanized Area. There were four application categories to submit under: Active Transportation, Safe Routes to School, Safe Routes to Rail, and Safety and Technology. The adopted evaluation criteria implement goals outlined in Mobility 2045 (2022 Update). Examples of evaluation criteria

include regional connectivity, access to major destinations, equity, projects identified in adopted plans, safety benefits, and project readiness. The minimum federal funding award per construction project was \$500,000 and \$250,000 for safe routes to school education activities. There was no established maximum federal funding award per project. The Transportation Alternatives Set-Aside Program requires a 20 percent local cash match for the construction phase, whereas engineering and environmental phases are 100 percent locally funded. In lieu of a local cash match, agencies qualified through the Metropolitan Transportation Plan Policy Bundle process may request the use of Policy Bundle Transportation Development Credits (TDCs) (with a remaining balance). Agencies implementing portions of the Regional Veloweb, the regionwide network of shared-use paths (trails) identified in the Mobility 2045 Update, were also eligible to request Regional TDCs in lieu of a local cash match. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. Electronic Item 8.1 provided additional detailed information. Electronic Item 8.2 reflected project evaluations, projects with recommended funding awards and an updated date for the deadline for project sponsors to open bids and obligate funds from December 2026 to December 2025. Cara Mendelsohn asked for information on how many unfunded trail bridges and portions of the trail remain to be funded. Michael Morris indicated that would be provided at a future meeting.

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 8.1, and to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes. In addition, the approval also re-emphasized program rules, including the execution of an Advanced Funding Agreement between project sponsors and the Texas Department of Transportation within one year of project selection. Projects must also advance to construction within three years from selection or the funding may be reprogrammed. Janet DePuy (M); Rick Grady (S). The motion passed unanimously.

9. **Automated Vehicles 2.1: Regional Planning Exercise For Local Partners:** Clint Hail briefed the Council on the Automated Vehicles 2.1 planning exercise recently completed and the key deliverables and findings of the project. Transportation technology is evolving, and the planning process must evolve to keep up. The purpose of the AV2.1 planning study is to understand the region's mobility challenges, identify ways transportation automation and related technologies can address those challenges and recommend policies and best practices to achieve positive results for the region. The North Central Texas Council of Governments' (NCTCOG's) vision for automation in the region is to lead automated vehicles (AV) deployment, use automation to achieve region's mobility goals, provide communities with AV planning and deployment resources, build effective partnerships with AV developers, and strategically invest in use cases and communities overlooked by AV developers. The goal is to improve safety, efficiency, share real time travel information, improve the economy, and prioritize quality of life. The AV2.1 project objectives are to make future mobility planning resources available to stakeholders in the region, provide resources for stakeholders to prepare for and support future mobility, and look beyond tech available today to plan for future scenarios and impacts. The purpose of the online public survey is to learn public needs and interests around automated transportation. Key takeaways from 483 responses, primarily from Tarrant and Dallas counties, were a mixed willingness to use automation technologies for travel around the Dallas-Fort Worth area, differences in willingness by race and age, and older generations less willing to use the technologies. The focus group's purpose gains deeper awareness of public's perspectives on current and emerging transportation technologies. Key

takeaways from 83 participants from 12 focus groups, focus group findings align with survey, map apps are most used tech (smartphone cost is concern for one minority group), rural residents want more transportation options (transit, ride hail, faster internet), fewer freight train backups, and minorities are the most excited about new tech, but doubt fair/equitable access. The existing need's report details the current state of transportation in North Central Texas, identifies local needs and deployment opportunities. There are five categories of existing needs: personal mobility; freight movement; equity; safety' and infrastructure readiness plus resilience. The AV2.1 market analysis report's purpose is to understand possible impacts from automated transportation and related technologies in communities. This understanding and readiness will help the region apply for federal, State, or local deployment funding to deploy or support new technologies. The AV2.1 financial report's purpose is high-level assessment of how automated transportation may affect local entity finances. The financial report considers scenario development and evaluation to understand potential impacts of automated transportation on existing funding mechanisms available to counties, municipalities, public transit agencies, and airports. The purpose of the scenario development report is to identify potential future transportation automation scenarios for the North Central Texas region. Developed from seven potential scenarios, with three selected scenarios for modeling evaluation: connected autonomous vehicle (CAV) Impact on Roadway Network Capacity; CAV impact on intersection performance; and CAV impact on population and employment distributions. Model tool selection's purpose is to select the tools to evaluate the three selected scenarios with these tools considered: microscopic traffic simulation models; mesoscopic simulation-based dynamic traffic assignment models; and regional travel demand model ("TAFT") developed and maintained by NCTCOG. The research team coordinated throughout process with NCTCOG Modeling Team. The tool selected was the AV-TAFT, regional travel demand model upgraded by UT-Austin to enable AV traffic modeling, slightly modified to further upgrade AV-TAFT's ability to model the three scenarios selected. The scenario evaluation's purpose is to predict potential impacts of three future automation scenarios using travel demand model with the modeling summary included 29 different scenario runs, testing 0, 25, 50, and 100 percent CAV penetration rates. AV2.1 study marked first application of new CAV Capacity Adjustment Factors in Highway Capacity Manual 7th Edition. Key assumption was vehicles are both connected and automated. They follow closely at high speeds. They move through intersections more effectively. Key findings were vehicles miles travels (VMT) generally increases while vehicle hours traveled (VHT) generally decreases. Average daily speed generally increases while daily delay generally decreases. CAV's alone will not solve the region's future congestion problems. The final report summarizes key findings from each project task and recommends next steps for municipalities and NCTCOG. Key recommendations were to self-assess gaps (staffing, planning, infrastructure, policy), pursue funding opportunities, disseminate key findings, continue to monitor trends (technology and impacts), develop financial revenue assessment toolkit, and develop tools to evaluate pilots and prioritize new projects or investments. Materials, reports, and findings are available at www.ConnectNTxFutures.org. Electronic items 9.1 contained the presentation details and Electronic Item 9.2 provided an executive summary and key takeaways.

10. **Status Of Conformity Determination – Lapse Grace Period:** Jenny Narvaez informed the Regional Transportation Council of the current status and future outlook regarding the region's latest Transportation Conformity Analysis. Transportation conformity is the process in nonattainment areas which ensures federal funding approvals are given to highway and transit activities that are consistent with air quality goals. A conformity lapse grace period presents the advancement of new or modified transportation projects in the

Mobility 2045 -2022 Update. The latest conformity analysis for Mobility 2045 is the Metropolitan Transportation Plan for North Central Texas – 2022 update was locally approved on June 9, 2022. The local conformity approval is followed interagency consultation review leading to a U.S. Department of Transportation (USDOT) Transportation Conformity Determination. Per regulation, a determination was required by November 21, 2022, Electronic Item 10.1, dated November 17, 2022, is notice by the Federal Highway Administration (FHWA), that is a one-year conformity lapse grace period was likely to begin on November 22, 2022, due to FHWA not completing its review. During the 12-month grace period, only transportation projects in the most recent conforming MTP and TIP can be funded or approved. Once an area is in a conformity lapse, the use of federal funds is restricted to certain kinds of projects and no new non-exempt projects can be amended into the MTP/TIP. Once an area is in a conformity lapse, the use of federal funds is restricted to certain kinds of projects and no new non-exempt projects can be amended into the MTP/TIP. FHWA and FTA do not reduce the amount of funding a State receives if there is a lapse, however, use of federal funds is redistricted during the lapse. Next steps towards determination for the FHWA's approval of 2023-2026 STIP was November 18, 2022. FHWA review of Dallas-Fort Worth Conformity Analysis, to be determined. NCTCOG responds to FHWA comments, to be determined. US Department of Transportation Determination is to be determined, preferably before November 22, 2023, to avoid Conformity Lapse, but as soon as possible to minimize project delays and associated cost increases. Additional details were presented in Electronic Item 10.2.

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 from 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 Management and Operations (M&O), Air Quality, and Safety Program, Federal Performance Measures (PM3) CMAQ Targets, Appendix H: Weight of Evidence (Voluntary Measures), Texas Emission Reduction Plan (TERP) – Diesel Retrofit Program, RTC Legislative agenda for air quality programs, and fraudulent paper registration tags and vehicle emissions inspections. 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 provided a snapshot for the 2023 ozone season in Electronic Item 11.
12. **Parking Management Resources:** At the presenter's request, this item was not presented and is postponed to a later date.
13. **Walk To School Day Promotion 2022:** At the presenter's request, this item was not presented and was postponed to a later date.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** Rick Bailey would like to advocate for the cities going to receive funding to help train for the lithium batteries
17. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC)

is scheduled for 1:00 pm, Thursday, January 12, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:42 p.m.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13000	Facility: IH 30	Location/Limits From: DALLAS COUNTY LINE	Modification #: 2023-0034
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: SH 161	
County: DALLAS	CSJ: 1068-04-170		
City: GRAND PRAIRIE	Desc:	RECONSTRUCT AND WIDEN FROM 6 TO 8 GENERAL PURPOSE LANES WITH 2 REVERSIBLE EXPRESS LANE AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS	
	Request:	INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2028 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE SCOPE AS "RECONSTRUCT AND WIDEN FROM 6 TO 8 MAINLANES WITH 2 TO 2 REVERSIBLE MANAGED LANES AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS"	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2027	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Grand Total:				\$15,928,000	\$4,512,000	\$0	\$0	\$0	\$20,440,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2028	CON	1068-04-170	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2028	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Phase Subtotal:				\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
Grand Total:				\$19,928,000	\$5,512,000	\$0	\$0	\$0	\$25,440,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13063	Facility: US 81/US 287	Location/Limits From: SOUTH OF NORTH TARRANT PARKWAY	Modification #: 2023-0037
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: AVONDALE HASLET ROAD	
County: TARRANT	CSJ: 0014-15-078		
City: FORT WORTH	Desc:	OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 0 TO 2 LANE FRONTAGE ROADS, AND SIDEWALKS	
	Request:	INCREASE CONSTRUCTION FUNDING IN FY2027 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE SCOPE AS OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 2/6 DISCONTINUOUS TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND SIDEWALKS	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0014-15-078	Cat 4:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$49,280,000	\$12,320,000	\$0	\$0	\$0	\$61,600,000
2027	CON	0014-15-078	Cat 4:	\$34,144,000	\$8,536,000	\$0	\$0	\$0	\$42,680,000
Phase Subtotal:				\$83,424,000	\$20,856,000	\$0	\$0	\$0	\$104,280,000
Grand Total:				\$87,424,000	\$21,856,000	\$0	\$0	\$0	\$109,280,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14063	Facility: SH 174	Location/Limits From: N OF ELK DR	Modification #: 2023-0040
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: WICKER HILL RD		
County: JOHNSON	CSJ: 0019-01-146		
City: BURLESON	Desc: WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS		
	Request: EXCHANGE STBG FUNDING FOR CAT 2 FUNDING IN FY2024 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE CONSTRUCTION FUNDING		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF BURLESON; CMAQ FOR SIDEWALKS ONLY; PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG FUNDING EXCHANGE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2022	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2024	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2024	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
Phase Subtotal:				\$5,928,000	\$1,482,000	\$0	\$0	\$0	\$7,410,000
Grand Total:				\$5,928,000	\$1,482,000	\$0	\$0	\$1,200,000	\$8,610,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2022	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2024	CON	0019-01-146	Cat 2M:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
2024	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2024	CON	0019-01-146	STBG:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$9,128,000	\$2,282,000	\$0	\$0	\$0	\$11,410,000
Grand Total:				\$9,128,000	\$2,282,000	\$0	\$0	\$1,200,000	\$12,610,000

Revisions since STTC Meeting: MODIFICATION REQUEST WAS ADDED AFTER STTC TO INCREASE CONSTRUCTION FUNDING BY \$4,000,000 DUE TO A HIGHER COST ESTIMATE.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21066	Facility: FM 1171	Location/Limits From: AT FM 2499 (LONG PRAIRIE ROAD)	Modification #: 2023-0078
Implementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 1311-01-060		
City: FLOWER MOUND	Desc: CONSTRUCT WESTBOUND RIGHT TURN LANE; REALIGN A DRIVEWAY AT THE INTERSECTION		
	Request: ADVANCE CONSTRUCTION PHASE TO FY2023 AND INCREASE FUNDING TO ACCOUNT FOR HIGHER COST ESTIMATE		
	Comment: LOCAL CONTRIBUTION PAID BY CITY OF FLOWER MOUND		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2024	CON	1311-01-060	Cat 5:	\$428,000	\$107,000	\$0	\$0	\$0	\$535,000
Grand Total:				\$428,000	\$307,000	\$0	\$0	\$100,000	\$835,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2023	CON	1311-01-060	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$960,000	\$440,000	\$0	\$0	\$100,000	\$1,500,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13077	Facility: US 175	Location/Limits From: WEST OF FM 148 BYPASS	Modification #: 2023-0082
Implementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF FM 148 BYPASS	
County: KAUFMAN	CSJ: 0197-03-078		
City: CRANDALL	Desc: CONSTRUCT NEW INTERCHANGE AT FM 148		
	Request: ADVANCE CONSTRUCTION PHASE TO FY2024 AFTER RTC APPROVAL ON AUGUST 18, 2022 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD CAT 11 FUNDING; REVISE SCOPE TO CONSTRUCT NEW INTERCHANGE AT FM 148		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0197-03-078	Cat 2M:	\$23,010,818	\$5,752,704	\$0	\$0	\$0	\$28,763,522
Grand Total:				\$23,010,818	\$5,752,704	\$0	\$0	\$0	\$28,763,522

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0197-03-078	Cat 11:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2024	CON	0197-03-078	Cat 2M:	\$23,010,818	\$5,752,704	\$0	\$0	\$0	\$28,763,522
Phase Subtotal:				\$26,210,818	\$6,552,704	\$0	\$0	\$0	\$32,763,522
Grand Total:				\$26,210,818	\$6,552,704	\$0	\$0	\$0	\$32,763,522

Revisions since STTC Meeting: DELAY CONSTRUCTION FROM FY2023 TO FY2024 FOR FINANCIAL CONSTRAINT PURPOSES AND ADD \$4 MILLION OF CAT 11 FUNDING FOR CONSTRUCTION. REVISE SCOPE FROM "RECONSTRUCT 4 TO 4 LANE DIVIDED HIGHWAY AND CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS AND NEW INTERCHANGE AT FM 148" TO "CONSTRUCT NEW INTERCHANGE AT FM 148," UPDATE REQUEST TO REFLECT THE CHANGES.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043.2	Facility: IH 30	Location/Limits From: IH 635	Modification #: 2023-0094
Implementing Agency: TXDOT-DALLAS	Location/Limits To: BASS PRO DRIVE (IN GARLAND)		
County: DALLAS	CSJ: 0009-11-259		
City: VARIOUS	Desc: OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL		
	Request:	ADD CONSTRUCTION PHASE TO FY2029 AS APPROVED BY THE RTC ON AUGUST 18, 2022; ADD ROW PHASE TO FY2023; REVISE SCOPE TO FROM IH 635 TO BOBTOWN RD: RECONSTRUCT AND WIDEN FROM 8 TO 11 LANES (ULTIMATE 12) AND RAMP MODIFICATIONS; FROM BOBTOWN RD TO BASS PRO DR: OPERATIONAL IMPROVEMENTS & DELAY ENGINEERING AND ROW TO FY2024	
	Comment:	RELATED TO TIP 13043/CSJ 0009-11-129; REGIONAL 10-YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000

STTC REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2023	ROW	0009-11-259	SW ROW:	\$6,300,000	\$700,000	\$0	\$0	\$0	\$7,000,000
2029	CON	0009-11-259	Cat 12:	\$70,966,330	\$17,741,582	\$0	\$0	\$0	\$88,707,912
Grand Total:				\$77,266,330	\$22,441,582	\$0	\$0	\$0	\$99,707,912

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2024	ROW	0009-11-259	SW ROW:	\$6,300,000	\$700,000	\$0	\$0	\$0	\$7,000,000
2029	CON	0009-11-259	Cat 12:	\$70,966,330	\$17,741,582	\$0	\$0	\$0	\$88,707,912
Grand Total:				\$77,266,330	\$22,441,582	\$0	\$0	\$0	\$99,707,912

Revisions since STTC Meeting: ADD MODIFICATION AFTER STTC TO REVISE THE SCOPE FROM "WIDEN FROM 8 TO 11/12 LANES AND RECONFIGURE RAMPS" TO "FROM IH 635 TO BOBTOWN RD: RECONSTRUCT AND WIDEN FROM 8 TO 11 LANES (ULTIMATE 12) AND RAMP MODIFICATIONS; FROM BOBTOWN RD TO BASS PRO DR: OPERATIONAL IMPROVEMENTS." DELAY ENGINEERING AND ROW FROM FY2023 TO FY2024. REVISE REQUEST TO REFLECT THE CHANGES.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25089.4	Facility: VA	Location/Limits From: TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL	Modification #: 2023-0209
Implementing Agency: DALLAS	Location/Limits To: MIDWAY & MOSS GLEN PARK		
County: COLLIN	CSJ: 0918-24-287, 0918-24-288		
City: DALLAS	Desc: CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASHING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: 438,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; NO COST OVERRUNS ON THIS PROJECT, AS THE RTC IS AWARDDING MORE THAN WHAT THE TDCS REQUIRE		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	UTIL	N/A	STBG:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2026	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$438,000	\$0	\$0	\$0
2026	CON	N/A	STBG:	\$3,149,340	\$0	\$0	\$239,835	\$0	\$3,389,175
Phase Subtotal:				\$3,149,340	\$0	\$438,000	\$239,835	\$0	\$3,389,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	UTIL	0918-24-287	STBG:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2026	CON	0918-24-287	STBG:	\$959,340	\$0	\$0	\$239,835	\$0	\$1,199,175
2026	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$438,000	\$0	\$0	\$0
2026	CON	0918-24-288	STBG:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
Phase Subtotal:				\$3,149,340	\$0	\$438,000	\$239,835	\$0	\$3,389,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

Revisions since STTC Meeting: SPLIT CONSTRUCTION FUNDS INTO TWO CSJS WITH ONE CSJ INCLUDING FEDERAL FUNDS MATCHED WITH LOCAL DOLLARS AND ONE CSJ INCLUDING FEDERAL FUNDS MATCHED BY TDCS WITH NO CHANGE TO THE TOTAL AMOUNT. ADD CSJS 0918-24-287 AND 0918-24-288.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14077	Facility: CS	Location/Limits From: FERGUSON PKWY FROM ELM STREET	Modification #: 2023-0210
Implementing Agency: ANNA		Location/Limits To: THE COLLIN COUNTY OUTER LOOP	
County: COLLIN	CSJ: 0918-24-249		
City: ANNA	Desc:	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	
	Request:	INCREASE FUNDING FOR ENGINEERING PHASE	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	Cat 7:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
Grand Total:				<u>\$1,072,481</u>	<u>\$0</u>	<u>\$0</u>	<u>\$268,120</u>	<u>\$0</u>	<u>\$1,340,601</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	STBG:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
2023	ENG	0918-24-249	STBG:	\$1,748,319	\$0	\$0	\$437,080	\$0	\$2,185,399
Grand Total:				<u>\$2,820,800</u>	<u>\$0</u>	<u>\$0</u>	<u>\$705,200</u>	<u>\$0</u>	<u>\$3,526,000</u>

TIP Code: 11600	Facility: CS	Location/Limits From: 10TH STREET FROM IH 35E	Modification #: 2023-0211
Implementing Agency: DALLAS		Location/Limits To: CLARENDON	
County: DALLAS	CSJ: 0918-47-420		
City: DALLAS	Desc:	RECONSTRUCT 2 LANE TO 2 LANE ROADWAY WITH DRAINAGE AND ASSOCIATED PEDESTRIAN IMPROVEMENTS	
	Request:	MOVE RTR FUNDS FROM ENGINEERING PHASE TO CONSTRUCTION PHASE AND ADD LOCAL CONTRIBUTION FOR ENGINEERING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2024	CON	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$3,000,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-420	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2024	CON	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$600,000</u>	<u>\$500,000</u>	<u>\$3,500,000</u>

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20160 **Facility:** VA **Location/Limits From:** MCKINNEY AVENUE TRANSIT AUTHORITY ADA ACCESSIBILITY STUDY **Modification #:** 2023-0212

Implementing Agency: NCTCOG

County: DALLAS **CSJ:** 0918-47-439

City: DALLAS **Desc:** 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

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-439	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Grand Total:				\$0	\$0	\$500,000	\$0	\$0	\$500,000

Revisions since STTC Meeting: ADD CSJ 0918-47-439

TIP Code: 11684 **Facility:** VA **Location/Limits From:** REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED **Modification #:** 2023-0213

Implementing Agency: NCTCOG **Location/Limits To:** TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,

County: VARIOUS **CSJ:** 0902-00-282, 0902-00-283, 0902-00-326

City: VARIOUS **Desc:** INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE

Request: REVISE SCOPE TO REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; REMOVE CMAQ FUNDING FROM FY2023 AND DECREASE FY2023 TDCS; DECREASE IN FUNDING OFFSET BY AN INCREASE ON TIP 11684.9/CSJ 0902-00-326

Comment: 1,108,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; AV 2.0 PROJECT #2

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-282	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-282	Cat 7:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
2020	IMP	0902-00-283	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-283	STBG:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
Phase Subtotal:				\$4,240,000	\$0	\$848,000	\$0	\$0	\$4,240,000
2023	IMP	0902-00-326	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	IMP	0902-00-326	Cat 5:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
2023	IMP	0902-00-326	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				<u>\$6,240,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,240,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-282	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-282	Cat 7:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
2020	IMP	0902-00-283	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-283	STBG:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
Phase Subtotal:				\$4,240,000	\$0	\$848,000	\$0	\$0	\$4,240,000
2023	IMP	0902-00-326	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2023	IMP	0902-00-326	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
Grand Total:				<u>\$5,540,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,540,000</u>

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11684.9	Facility:	VA	Location/Limits From:	EXPAND TRANSIT OPERATIONS IN 76104 ZIP CODE	Modification #:	2023-0214
Implementing Agency:	FWTA						
County:	TARRANT	CSJ:	0902-00-326				
City:	FORT WORTH	Desc:	EXPAND ZIP ZONE TRANSIT SERVICE IN 76104 ZIP CODE TO INCREASE HOURS OF SERVICE AND FREQUENCY/AVAILABILITY TO DECREASE WAIT TIMES				
		Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT FUNDING OFFSET BY A DECREASE ON TIP 11684/CSJ 0902-00-326				
		Comment:	140,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS				

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0902-00-326	Cat 3 - TDC (MPO):	\$0	\$0	\$140,000	\$0	\$0	\$0
2023	TRANS	0902-00-326	Cat 5:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Phase Subtotal:				\$700,000	\$0	\$140,000	\$0	\$0	\$700,000
Grand Total:				\$700,000	\$0	\$0	\$0	\$0	\$700,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13005	Facility: SH 199	Location/Limits From: AZLE AVENUE	Modification #: 2023-0221
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: ROBERTS CUTOFF	
County: TARRANT	CSJ: 0171-05-068		
City: LAKE WORTH	Desc:	CONSTRUCT 0/4 LANES WITH AUXILIARY LANES TO 4/6 MAIN LANES (6 LANE ULTIMATE) WITH INTERCHANGE AT IH 820	
	Request:	REVISE LIMITS TO SH 199 FROM NORTH OF AZLE AVENUE TO SOUTH OF IH 820; REVISE SCOPE AS CONSTRUCT 0 TO 4 MAIN LANES (6 ULTIMATE) WITH INTERCHANGE AT IH 820	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0171-05-068	SW PE:	\$0	\$13,891,500	\$0	\$0	\$0	\$13,891,500
2025	ROW	0171-05-068	SW ROW:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
2025	UTIL	0171-05-068	SW ROW:	\$19,000,000	\$0	\$0	\$0	\$0	\$19,000,000
2028	CON	0171-05-068	Cat 2M:	\$144,000,000	\$36,000,000	\$0	\$0	\$0	\$180,000,000
Grand Total:				\$167,800,000	\$51,091,500	\$0	\$0	\$0	\$218,891,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0171-05-068	SW PE:	\$0	\$13,891,500	\$0	\$0	\$0	\$13,891,500
2025	ROW	0171-05-068	SW ROW:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
2025	UTIL	0171-05-068	SW ROW:	\$19,000,000	\$0	\$0	\$0	\$0	\$19,000,000
2028	CON	0171-05-068	Cat 2M:	\$144,000,000	\$36,000,000	\$0	\$0	\$0	\$180,000,000
Grand Total:				\$167,800,000	\$51,091,500	\$0	\$0	\$0	\$218,891,500

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54071	Facility: US 377	Location/Limits From: FM 167 NORTH	Modification #: 2023-0222
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: EAST OF OLD ACTON HIGHWAY		
County: HOOD	CSJ: 0080-04-094		
City: GRANBURY	Desc: WIDEN 4 LANE TO 6 LANE DIVIDED		
	Request: REVISE LIMITS TO US 377 FROM NORTH OF FM 167 (FALL CREEK HWY) TO FM 4; REVISE SCOPE TO WIDEN 4 TO 6 LANE DIVIDED WITH 4 LANE TRANSITIONAL SECTION AT END; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD LANES		
	Comment: RELATED TO TIP 54018/CSJ 0080-03-049 AND TIP 54019/CSJ 0080-04-081		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-04-094	SW PE:	\$3,440,000	\$860,000	\$0	\$0	\$0	\$4,300,000
2024	ROW	0080-04-094	SW ROW:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
2024	UTIL	0080-04-094	SW ROW:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$20,240,000	\$5,060,000	\$0	\$0	\$0	\$25,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-04-094	SW PE:	\$3,440,000	\$860,000	\$0	\$0	\$0	\$4,300,000
2024	ROW	0080-04-094	SW ROW:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
2024	UTIL	0080-04-094	SW ROW:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$20,240,000	\$5,060,000	\$0	\$0	\$0	\$25,300,000

Revisions since STTC Meeting: REVISE REQUESTED LIMITS CHANGE FROM "US 377 FROM FM 167 NORTH (FALL CREEK HWY) TO FM 4" TO "US 377 FROM NORTH OF FM 167 (FALL CREEK HWY) TO FM 4."

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54019	Facility: US 377	Location/Limits From: EAST OF OLD ACTON HIGHWAY	Modification #: 2023-0223
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: END OF BRAZOS RIVER BRIDGE	
County: HOOD	CSJ: 0080-04-081		
City: GRANBURY	Desc:	WIDEN 4 LANE CONTINUOUS TWO-WAY LEFT TURN LANE TO 6 LANE DIVIDED WITH INTERCHANGE AT BU 377H	
	Request:	REVISE LIMITS TO US 377 FROM FM 4 TO OVERSTREET BOULEVARD; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE WITH CONTINUOUS CENTER TURN LANE TO 6 LANE DIVIDED ROAD WITH INTERCHANGE AT BU 377H; INCREASE ROW AND UTILITIES FUNDING IN FY2024	
	Comment:	RELATED TO TIP 54018/CSJ 0080-03-049 AND TIP 54071/CSJ 0080-04-094	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2002	ENG	0080-04-081	Cat 10 - Cong Earmark:	\$3,392,309	\$398,309	\$0	\$0	\$0	\$3,790,618
2024	ENG	0080-04-081	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-04-081	Cat 10 - Cong Earmark:	\$1,400,763	\$350,191	\$0	\$0	\$0	\$1,750,954
2024	ROW	0080-04-081	SW ROW:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
Phase Subtotal:				\$2,840,763	\$710,191	\$0	\$0	\$0	\$3,550,954
2024	UTIL	0080-04-081	SW ROW:	\$11,120,000	\$2,780,000	\$0	\$0	\$0	\$13,900,000
Grand Total:				\$21,353,072	\$4,888,500	\$0	\$0	\$0	\$26,241,572

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2002	ENG	0080-04-081	Cat 10 - Cong Earmark:	\$3,392,309	\$398,309	\$0	\$0	\$0	\$3,790,618
2024	ENG	0080-04-081	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-04-081	Cat 10 - Cong Earmark:	\$1,400,763	\$350,191	\$0	\$0	\$0	\$1,750,954
2024	ROW	0080-04-081	SW ROW:	\$9,440,000	\$2,360,000	\$0	\$0	\$0	\$11,800,000
Phase Subtotal:				\$10,840,763	\$2,710,191	\$0	\$0	\$0	\$13,550,954
2024	UTIL	0080-04-081	SW ROW:	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000
Grand Total:				\$31,833,072	\$7,508,500	\$0	\$0	\$0	\$39,341,572

Revisions since STTC Meeting: CHANGE SCOPE FROM "RECONSTRUCT AND WIDEN 4 LANE WITH CONTINUOUS CENTER TURN LANE TO 6 LANE DIVIDED ROAD WITH INTERCHANGE AT BU 377H; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD" TO "RECONSTRUCT AND WIDEN 4 LANE WITH CONTINUOUS CENTER TURN LANE TO 6 LANE DIVIDED ROAD WITH INTERCHANGE AT BU 377H" AND UPDATE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54022	Facility: US 377	Location/Limits From: FM 51	Modification #: 2023-0224
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: HOLMES DRIVE		
County: HOOD	CSJ: 0080-03-060		
City: GRANBURY	Desc: RECONSTRUCT 2 LANE RURAL ROADWAY TO A 4 LANE URBAN ROADWAY		
	Request: REVISE LIMITS TO US 377 FROM PIRATE DRIVE TO HOLMES AVENUE; REVISE SCOPE TO RECONSTRUCT 4 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY WITH INTERCHANGE AT BUS 377H		
	Comment: BREAKOUT OF TIP 54018/CSJ 0080-03-049		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-060	SW PE:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
2024	ROW	0080-03-060	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	UTIL	0080-03-060	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$3,040,000	\$760,000	\$0	\$0	\$0	\$3,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-060	SW PE:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
2024	ROW	0080-03-060	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-060	SW ROW:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$8,240,000	\$2,060,000	\$0	\$0	\$0	\$10,300,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54018	Facility: US 377	Location/Limits From: EAST OF BRAZOS RIVER BRIDGE	Modification #: 2023-0225
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: WEST OF FM 51		
County: HOOD	CSJ: 0080-03-049		
City: GRANBURY	Desc:	US 377: WIDEN 4 LN TO 6 LN (WITH A 4 LN TRANSITIONAL SECTION AT END WITH AUX LANES) WITH 0 TO 4 LN DISC ACCESS ROADS AND RAMP; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED	
	Request:	REVISE LIMITS TO US 377 FROM OVERSTREET BLVD TO PIRATE DR; REVISE SCOPE TO US 377 FROM OVERSTREET BLVD TO SH 144 WIDEN 4 LN TO 4 LN DIVIDED WITH 0 TO 4 LN DISCONTINUOUS FRONTAGE ROADS; FROM SH 144 TO PIRATE DR UPGRADE FROM A RURAL HIGHWAY TO AN URBAN HIGHWAY; RECONSTRUCT SH 144 INTERCHANGE; INCREASE ROW AND UTILITIES FUNDING IN FY2024	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55294	Facility: IH 35W	Location/Limits From: S OF US 67	Modification #: 2023-0226
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: CR 405		
County: JOHNSON	CSJ: 0014-04-089		
City: ALVARADO	Desc: RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH DISCONTINUOUS 2/4 LANE TO CONTINUOUS 2/6 LANE ONE WAY FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-04-089	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

Revisions since STTC Meeting: REVISE SCOPE FROM "RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH DISCONTINUOUS 2/4 TO CONTINUOUS 2/6 LANE ONE WAY FRONTAGE ROADS" TO "RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH DISCONTINUOUS 2/4 LANE TO CONTINUOUS 2/6 LANE ONE WAY FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH."

TIP Code: 55295	Facility: SH 174	Location/Limits From: IH 35W	Modification #: 2023-0227
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: RENFRO ST		
County: JOHNSON	CSJ: 0019-01-149		
City: BURLESON	Desc: RECONSTRUCT 4 TO 4 LANES AND 2 LANE TWO-WAY TO 2 LANE ONE-WAY CONTINUOUS FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0019-01-149	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

Revisions since STTC Meeting: REVISE SCOPE FROM "RECONSTRUCT 4 TO 4 LANES AND 2 LANE TWO-WAY TO 2 LANE ONE-WAY CONTINUOUS FRONTAGE ROADS" TO "RECONSTRUCT 4 TO 4 LANES AND 2 LANE TWO-WAY TO 2 LANE ONE-WAY CONTINUOUS FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH."

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55301	Facility: IH 35W	Location/Limits From: SH 174	Modification #: 2023-0228
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: FM 3391/E RENFRO STREET		
County: JOHNSON	CSJ: 0014-03-106		
City: BURLESON	Desc: RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES WITH CONTINUOUS 4/6 TO 4/6 CONTINUOUS LANE ONE WAY FRONTAGE ROADS		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-106	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

TIP Code: 55208	Facility: IH 35W	Location/Limits From: NORTH OF IH 20	Modification #: 2023-0230
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: SOUTH OF SH 174		
County: TARRANT	CSJ: 0014-02-050		
City: FORT WORTH	Desc: RECONSTRUCT AND WIDEN 6 TO 10 LANES WITH ONE ADDITIONAL SOUTHBOUND LANE FROM IH 20 TO EVERMAN PKWY		
	Request: REVISE LIMITS TO IH 35W FROM SOUTH OF ALTAMESA BLVD TO SH 174; REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 11 LANES FROM ALTAMESA BLVD TO EVERMAN PARKWAY AND RECONSTRUCT AND WIDEN 6 TO 10 LANES FROM EVERMAN PARKWAY TO SH 174 WITH CONTINUOUS 4/6 TO CONTINUOUS 4/8 LANE ONE WAY FRONTAGE ROADS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-02-050	SW PE:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	ROW	0014-02-050	SW ROW:	\$38,560,000	\$9,640,000	\$0	\$0	\$0	\$48,200,000
2024	UTIL	0014-02-050	SW ROW:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
Grand Total:				\$106,560,000	\$26,640,000	\$0	\$0	\$0	\$133,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-02-050	SW PE:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	ROW	0014-02-050	SW ROW:	\$38,560,000	\$9,640,000	\$0	\$0	\$0	\$48,200,000
2024	UTIL	0014-02-050	SW ROW:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
Grand Total:				\$106,560,000	\$26,640,000	\$0	\$0	\$0	\$133,200,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13046	Facility: IH 35W	Location/Limits From: RICKY LANE	Modification #: 2023-0231
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: US 67	
County: JOHNSON	CSJ: 0014-03-088		
City: VARIOUS	Desc: RECONSTRUCT INTERCHANGE		
	Request: REVISE LIMITS TO IH 35W FROM BETHESDA ROAD TO ASHER ROAD; REVISE SCOPE AS RECONSTRUCT INTERCHANGE AT FM 917; INCREASE ROW FUNDING		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED CSJ 5000-00-958		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2023	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2025	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2023	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2025	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2023	ROW	0014-03-088	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2025	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$22,390,000	\$2,710,000	\$0	\$0	\$0	\$25,100,000

Revisions since STTC Meeting: INCREASE ROW FUNDING FROM \$50,000 TO \$2,000,000 AND REVISE THE SCOPE FROM "RECONSTRUCT INTERCHANGE AT IH 35W AND FM 917" TO "RECONSTRUCT INTERCHANGE AT FM 917." UPDATE THE REQUEST TO REFLECT THE CHANGES.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25078	Facility: CS	Location/Limits From: ON HICKORY TREE ROAD; FROM ELAM ROAD	Modification #: 2023-0232
Implementing Agency: BALCH SPRINGS		Location/Limits To: LAKE JUNE ROAD	
County: DALLAS	CSJ: 0918-47-313, 0918-47-436		
City: BALCH SPRINGS	Desc: RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH		
	Request: CHANGE CSJ FOR ENGINEERING TO 0918-47-436; DELAY ENGINEERING, ROW, AND UTILITIES TO FY2025; DELAY CONSTRUCTION TO FY2026		
	Comment: 260,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; LOCAL CONTRIBUTION PAID BY DALLAS COUNTY (MCIP FUNDS)		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-313	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2023	ENG	0918-47-313	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
2023	ROW	0918-47-313	STBG:	\$864,000	\$0	\$0	\$216,000	\$0	\$1,080,000
2024	UTIL	0918-47-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$165,000	\$165,000
2025	CON	0918-47-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,452,125	\$3,452,125
2025	CON	0918-47-313	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2025	CON	0918-47-313	STBG:	\$5,038,300	\$0	\$0	\$1,259,575	\$0	\$6,297,875
Phase Subtotal:				\$6,038,300	\$0	\$0	\$1,509,575	\$3,452,125	\$11,000,000
Grand Total:				\$8,202,300	\$0	\$0	\$1,725,575	\$3,617,125	\$13,545,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-313	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2023	ENG	0918-47-313	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0918-47-436	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2025	ENG	0918-47-436	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
2025	ROW	0918-47-313	STBG:	\$864,000	\$0	\$0	\$216,000	\$0	\$1,080,000
2025	UTIL	0918-47-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$165,000	\$165,000
2026	CON	0918-47-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,452,125	\$3,452,125
2026	CON	0918-47-313	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2026	CON	0918-47-313	STBG:	\$5,038,300	\$0	\$0	\$1,259,575	\$0	\$6,297,875
Phase Subtotal:				\$6,038,300	\$0	\$0	\$1,509,575	\$3,452,125	\$11,000,000
Grand Total:				\$8,202,300	\$0	\$0	\$1,725,575	\$3,617,125	\$13,545,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

Revisions since STTC Meeting: **MODIFICATION ADDED AFTER STTC AND PUBLIC MEETINGS TO DELAY ENGINEERING, ROW, AND UTILITIES FROM FY2023 TO FY2025 FOR FINANCIAL CONSTRAINT PURPOSES. REVISE REQUEST TO REFLECT THE CHANGES.**

TIP Code: 25013 **Facility:** CS **Location/Limits From:** MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE **Modification #:** 2023-0246
Implementing Agency: FORT WORTH **Location/Limits To:** LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE
County: TARRANT **CSJ:** 0902-90-046, 0902-90-172
City: VARIOUS **Desc:** RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT
Request: ADD ENGINEERING AND UTILITIES FUNDING TO FY2024; INCREASE ROW FUNDING AND DELAY TO FY2024; INCREASE CONSTRUCTION FUNDING
Comment: 4,036,802 TRANSPORTATION DEVELOPMENT CREDITS (CAT 5-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; CMAQ FOR INTERSECTION IMPROVEMENTS, BIKE/PED, & SIGNALS ONLY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$160,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Phase Subtotal:				\$800,000	\$0	\$160,000	\$0	\$0	\$800,000
2024	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,000,000	\$0	\$0	\$0
2024	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2024	CON	0902-90-172	STBG:	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
Phase Subtotal:				\$15,000,000	\$0	\$3,000,000	\$0	\$0	\$15,000,000
Grand Total:				\$18,284,010	\$0	\$0	\$0	\$0	\$18,284,010

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$122,000	\$0	\$0	\$0
2023	ENG	0902-90-172	STBG:	\$610,000	\$0	\$0	\$0	\$0	\$610,000
Phase Subtotal:				\$610,000	\$0	\$122,000	\$0	\$0	\$610,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$204,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000
Phase Subtotal:				\$1,020,000	\$0	\$204,000	\$0	\$0	\$1,020,000
2023	UTIL	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$214,000	\$0	\$0	\$0
2023	UTIL	0902-90-172	STBG:	\$1,070,000	\$0	\$0	\$0	\$0	\$1,070,000
Phase Subtotal:				\$1,070,000	\$0	\$214,000	\$0	\$0	\$1,070,000
2024	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,000,000	\$0	\$0	\$0
2024	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2024	CON	0902-90-172	STBG:	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
Phase Subtotal:				\$15,000,000	\$0	\$3,000,000	\$0	\$0	\$15,000,000
Grand Total:				\$20,184,010	\$0	\$0	\$0	\$0	\$20,184,010

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2024	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$162,840	\$0	\$0	\$0
2024	ENG	0902-90-172	STBG:	\$814,198	\$0	\$0	\$0	\$0	\$814,198
Phase Subtotal:				\$814,198	\$0	\$162,840	\$0	\$0	\$814,198
2024	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$216,000	\$0	\$0	\$0
2024	ROW	0902-90-172	STBG:	\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
Phase Subtotal:				\$1,080,000	\$0	\$216,000	\$0	\$0	\$1,080,000
2024	UTIL	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$224,000	\$0	\$0	\$0
2024	UTIL	0902-90-172	STBG:	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
Phase Subtotal:				\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
2024	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,150,000	\$0	\$0	\$0
2024	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2024	CON	0902-90-172	STBG:	\$9,750,000	\$0	\$0	\$0	\$0	\$9,750,000
Phase Subtotal:				\$15,750,000	\$0	\$3,150,000	\$0	\$0	\$15,750,000
Grand Total:				\$21,248,208	\$0	\$0	\$0	\$0	\$21,248,208

Revisions since STTC Meeting: **DELAY ENGINEERING, ROW, AND UTILITIES FROM FY2023 TO FY2024 FOR FINANCIAL CONSTRAINT PURPOSES. INCREASE FUNDING FOR ENGINEERING, ROW, AND CONSTRUCTION IN FY2024 TO COVER DIRECT STATE COSTS. REVISE THE REQUEST TO REFLECT THE CHANGES.**

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55105	Facility: SL 9	Location/Limits From: US 67	Modification #: 2023-0247
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E	
County: DALLAS	CSJ: 2964-10-006		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS	
	Request:	INCREASE ROW FUNDING IN FY2024	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$128,000,000	\$16,000,000	\$0	\$16,000,000	\$0	\$160,000,000
Grand Total:				\$128,000,000	\$20,500,000	\$0	\$16,000,000	\$0	\$164,500,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55270	Facility: US 80	Location/Limits From: EAST OF FM 548	Modification #: 2023-0248
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SP 557	
County: KAUFMAN	CSJ: 0095-04-076		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND RECONSTRUCT 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS	
	Request:	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 2/6 CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS; INCREASE ROW FUNDING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-04-076	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0095-04-076	SW ROW:	\$4,400,000	\$550,000	\$0	\$550,000	\$0	\$5,500,000
Grand Total:				\$4,400,000	\$2,050,000	\$0	\$550,000	\$0	\$7,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-04-076	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0095-04-076	SW ROW:	\$4,400,000	\$550,000	\$0	\$550,000	\$0	\$5,500,000
Grand Total:				\$4,400,000	\$2,050,000	\$0	\$550,000	\$0	\$7,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-04-076	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0095-04-076	SW ROW:	\$6,400,000	\$800,000	\$0	\$800,000	\$0	\$8,000,000
Grand Total:				\$6,400,000	\$2,300,000	\$0	\$800,000	\$0	\$9,500,000

Revisions since STTC Meeting: INCREASE ROW FROM \$5,500,000 TO \$8,000,000 AT TXDOT'S REQUEST AND UPDATE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2023-0250

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-324

City: VARIOUS **Desc:** ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS

Request: REVISE SCOPE TO ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICALLY DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING

Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043.4 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2023-0251
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** CROSS POINT DRIVE (IN GALLAND)
County: DALLAS **CSJ:** 0009-11-267
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 8 TO 10.1 MAIN LANE AND RAMP MODIFICATION.
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-267	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0009-11-267	SW ROW:	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$1,700,000	\$300,000	\$0	\$0	\$0	\$2,000,000

Revisions since STTC Meeting: DELAYED TO MAY 2023 MODIFICATION CYCLE TO ALLOW TIME FOR ENVIRONMENTAL REVIEW OF CSJ 0009-11-259 BY FHWA.

TIP Code: 13033.5 **Facility:** IH 35E **Location/Limits From:** AT LAKE SHARON DRIVE/DOBBS ROAD **Modification #:** 2023-0252
Implementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 0196-01-113
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE
Request: ADVANCE ENGINEERING TO FY2023 AND ADD UTILITIES IN FY2023
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0196-01-113	SW PE:	\$0	\$3,071,775	\$0	\$0	\$0	\$3,071,775
2028	CON	0196-01-113	Cat 2M:	\$2,988,603	\$747,151	\$0	\$0	\$0	\$3,735,754
Grand Total:				\$2,988,603	\$3,818,926	\$0	\$0	\$0	\$6,807,529

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0196-01-113	SW PE:	\$0	\$3,071,775	\$0	\$0	\$0	\$3,071,775
2023	UTIL	0196-01-113	SW ROW:	\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
2028	CON	0196-01-113	Cat 2M:	\$2,988,603	\$747,151	\$0	\$0	\$0	\$3,735,754
Grand Total:				\$13,388,603	\$6,418,926	\$0	\$0	\$0	\$19,807,529

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	13018	Facility:	SL 12	Location/Limits From:	AT IH 30	Modification #:	2023-0253
Implementing Agency:	TXDOT-DALLAS						
County:	DALLAS	CSJ:	0581-02-146				
City:	DALLAS	Desc:	CONSTRUCT DIRECT CONNECTORS (PHASE 1)				
		Request:	REVISE SCOPE TO RECONSTRUCT INTERCHANGE AND DELAY ENG AND ROW TO FY2024				
		Comment:	REGIONAL 10 YEAR PLAN PROJECT				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0581-02-146	SW PE:	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
2023	ROW	0581-02-146	SW ROW:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$8,200,000	\$0	\$5,000,000	\$0	\$53,200,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0581-02-146	SW PE:	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
2023	ROW	0581-02-146	SW ROW:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$8,200,000	\$0	\$5,000,000	\$0	\$53,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0581-02-146	SW PE:	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
2024	ROW	0581-02-146	SW ROW:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$8,200,000	\$0	\$5,000,000	\$0	\$53,200,000

Revisions since STTC Meeting: **DELAY ENG AND ROW FROM FY2023 TO FY2024 AND REVISE REQUEST TO REFLECT THE CHANGE.**

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55286 **Facility:** US 380 **Location/Limits From:** JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE) **Modification #:** 2023-0254
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/AUDIE MURPHY (EAST OF FARMERSVILLE)
County: COLLIN **CSJ:** 0135-17-002
City: FARMERSVILLE **Desc:** CONSTRUCT 0 TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: REVISE LIMITS TO US 380 FROM JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE) TO WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-17-002	SW PE:	\$0	\$22,815,000	\$0	\$0	\$0	\$22,815,000
2024	ROW	0135-17-002	SW ROW:	\$81,120,000	\$10,140,000	\$0	\$10,140,000	\$0	\$101,400,000
Grand Total:				\$81,120,000	\$32,955,000	\$0	\$10,140,000	\$0	\$124,215,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-17-002	SW PE:	\$0	\$22,815,000	\$0	\$0	\$0	\$22,815,000
2024	ROW	0135-17-002	SW ROW:	\$81,120,000	\$10,140,000	\$0	\$10,140,000	\$0	\$101,400,000
Grand Total:				\$81,120,000	\$32,955,000	\$0	\$10,140,000	\$0	\$124,215,000

TIP Code: 55285 **Facility:** US 380 **Location/Limits From:** CR 560 **Modification #:** 2023-0255
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)
County: COLLIN **CSJ:** 0135-04-038
City: FARMERSVILLE **Desc:** RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-04-038	SW PE:	\$0	\$945,000	\$0	\$0	\$0	\$945,000
2024	ROW	0135-04-038	SW ROW:	\$3,360,000	\$420,000	\$0	\$420,000	\$0	\$4,200,000
Grand Total:				\$3,360,000	\$1,365,000	\$0	\$420,000	\$0	\$5,145,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-04-038	SW PE:	\$0	\$945,000	\$0	\$0	\$0	\$945,000
2024	ROW	0135-04-038	SW ROW:	\$6,480,000	\$810,000	\$0	\$810,000	\$0	\$8,100,000
Grand Total:				\$6,480,000	\$1,755,000	\$0	\$810,000	\$0	\$9,045,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	14089.4	Facility:	IH 45	Location/Limits From:	SH 34	Modification #:	2023-0256
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	NORTH OF SH 34				
County:	ELLIS	CSJ:	0092-04-078				
City:	ENNIS	Desc:	RAMP MODIFICATIONS AND GRADE SEPARATION IMPROVEMENTS				
		Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0092-04-078	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	ROW	0092-04-078	SW ROW:	\$6,960,000	\$870,000	\$0	\$870,000	\$0	\$8,700,000
Grand Total:				\$6,960,000	\$2,870,000	\$0	\$870,000	\$0	\$10,700,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0092-04-078	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0092-04-078	SW ROW:	\$6,960,000	\$870,000	\$0	\$870,000	\$0	\$8,700,000
Grand Total:				\$6,960,000	\$2,870,000	\$0	\$870,000	\$0	\$10,700,000

Revisions since STTC Meeting: **DELAY ENGINEERING AND ROW FROM FY2023 TO FY2024.**

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55300	Facility: FM 6	Location/Limits From: SH 78	Modification #: 2023-0258
Implementing Agency: TXDOT-DALLAS	Location/Limits To: EAST OF FM 1777		
County: COLLIN	CSJ: 0619-01-027		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN EXISTING RURAL 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6)		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0619-01-027	SW PE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2023	ROW	0619-01-027	SW ROW:	\$32,800,000	\$4,100,000	\$0	\$4,100,000	\$0	\$41,000,000
Grand Total:				\$32,800,000	\$10,100,000	\$0	\$4,100,000	\$0	\$47,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0619-01-027	SW PE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2024	ROW	0619-01-027	SW ROW:	\$32,800,000	\$4,100,000	\$0	\$4,100,000	\$0	\$41,000,000
Grand Total:				\$32,800,000	\$10,100,000	\$0	\$4,100,000	\$0	\$47,000,000

Revisions since STTC Meeting: DELAY ENGINEERING AND ROW FROM FY2023 TO FY2024 AT TXDOT'S REQUEST.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55293	Facility: US 380	Location/Limits From: CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)	Modification #: 2023-0259
Implementing Agency: TXDOT-PARIS		Location/Limits To: EAST OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)	
County: HUNT	CSJ: 0135-06-038		
City: VARIOUS	Desc:	RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY AND CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	
	Request:	REVISE SCOPE TO RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0135-06-038	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2025	ROW	0135-06-038	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$2,086,000	\$0	\$1,400,000	\$0	\$14,686,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0135-06-038	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2025	ROW	0135-06-038	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$2,086,000	\$0	\$1,400,000	\$0	\$14,686,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13074.1	Facility: FM 429	Location/Limits From: US 80	Modification #: 2023-0260
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH OF US 80		
County: KAUFMAN	CSJ: 0697-03-033		
City: TERRELL	Desc: REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429 Request: ADD ENGINEERING AND ROW PHASES TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0697-03-033	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0697-03-033	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	0697-03-033	SW ROW:	\$4,800,000	\$600,000	\$0	\$600,000	\$0	\$6,000,000
2028	CON	0697-03-033	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$8,800,000	\$2,600,000	\$0	\$600,000	\$0	\$12,000,000

Revisions since STTC Meeting: CHANGE SCOPE FROM "REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429" TO "REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN" AND REVISE REQUEST TO REFLECT THE CHANGE.

TIP Code: 55303	Facility: FM 1777	Location/Limits From: SH 66	Modification #: 2023-0261
Implementing Agency: TXDOT-DALLAS	Location/Limits To: FM 6		
County: COLLIN	CSJ: 1014-04-016		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN EXISTING RURAL 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6) Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1014-04-016	SW PE:	\$0	\$5,900,000	\$0	\$0	\$0	\$5,900,000
2024	ROW	1014-04-016	SW ROW:	\$28,000,000	\$3,500,000	\$0	\$3,500,000	\$0	\$35,000,000
Grand Total:				\$28,000,000	\$9,400,000	\$0	\$3,500,000	\$0	\$40,900,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13074.2	Facility: FM 429	Location/Limits From: US 80	Modification #: 2023-0263
Implementing Agency: TXDOT-DALLAS	Location/Limits To: NORTH OF US 80		
County: KAUFMAN	CSJ: 1089-02-019		
City: TERRELL	Desc: REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429		
	Request: ADD ENGINEERING AND ROW IN FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	1089-02-019	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1089-02-019	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	1089-02-019	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2028	CON	1089-02-019	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,800,000	\$2,100,000	\$0	\$100,000	\$0	\$7,000,000

Revisions since STTC Meeting: CHANGE SCOPE FROM "REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429" TO "REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN" AND REVISE REQUEST TO REFLECT THE CHANGE.

TIP Code: 55304	Facility: IH 635	Location/Limits From: AT US 75	Modification #: 2023-0264
Implementing Agency: TXDOT-DALLAS			
County: DALLAS	CSJ: 2374-01-195		
City: DALLAS	Desc: OPERATIONAL IMPROVEMENT (CONSTRUCT RAMP MODIFICATIONS AND ADD AUXILIARY LANES) FOR IMPROVED WEAVING AND LANE BALANCE		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2374-01-195	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	2374-01-195	SW ROW:	\$9,900,000	\$1,100,000	\$0	\$0	\$0	\$11,000,000
Grand Total:				\$9,900,000	\$3,100,000	\$0	\$0	\$0	\$13,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	25103	Facility:	VA	Location/Limits From:	CONNECTING COMMUNITIES IN SOUTHERN GATEWAY PLANNING PROJECT BOUNDED BY MORELL AVE ON SOUTH, EWING AVE ON EAST	Modification #:	2023-0265
Implementing Agency:	DALLAS	Location/Limits To:	E 12TH ST/IH 35E FRONTAGE ROAD ON NORTH, AND S MARSALIS AVE ON WEST				
County:	DALLAS	CSJ:	0918-47-440				
City:	DALLAS	Desc:	MASTER PLAN FOR PROJECTS CONNECTING SOUTHERN GATEWAY PARK AND DALLAS ZOO TO OAK CLIFF INCLUDES ENGINEERING FOR INTERSECTION IMPROVEMENTS, PEDESTRIAN BRIDGE FROM LIGHT RAIL TO DALLAS ZOO, AND PEDESTRIAN BRIDGE OVER IH 35				
		Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				
		Comment:	2021 RAISE GRANT AWARDED BY USDOT IN NOVEMBER 2021				

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 10 - RAISE Grant:	\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000
Grand Total:				\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-440	Cat 10 - RAISE Grant:	\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000
Grand Total:				\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000

Revisions since STTC Meeting: **ADD CSJ 0918-47-440**

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022	Facility: VA	Location/Limits From: CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	Modification #: 2023-0266
Implementing Agency: FORT WORTH		Location/Limits To: TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	
County: TARRANT	CSJ: 0902-90-050		
City: FORT WORTH	Desc: CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL		
	Request: INCREASE CONSTRUCTION FUNDING IN FY2023		
	Comment: CITY TO COVER ANY ADDITIONAL COST OVERRUNS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$3,930,734	\$0	\$0	\$982,683	\$0	\$4,913,417
Grand Total:				\$4,898,334	\$0	\$0	\$1,224,583	\$0	\$6,122,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$6,730,734	\$0	\$0	\$1,682,683	\$0	\$8,413,417
Grand Total:				\$7,698,334	\$0	\$0	\$1,924,583	\$0	\$9,622,917

TIP Code: 55224	Facility: IH 30	Location/Limits From: SOUTH OF FM 36	Modification #: 2023-0267
Implementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF FM 36	
County: HUNT	CSJ: 0009-13-168		
City: VARIOUS	Desc: RECONSTRUCT OVERPASS		
	Request: ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM EAST OF FM 1565 TO EAST OF FM 36; ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2027	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$24,220,000	\$6,922,400	\$0	\$0	\$0	\$31,142,400

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-168	Cat 2M:	\$9,459,621	\$2,364,905	\$0	\$0	\$0	\$11,824,526
Phase Subtotal:				\$30,259,621	\$7,564,905	\$0	\$0	\$0	\$37,824,526
Grand Total:				\$33,679,621	\$9,287,305	\$0	\$0	\$0	\$42,966,926

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-168	Cat 2M:	\$9,459,621	\$2,364,905	\$0	\$0	\$0	\$11,824,526
2023	CON	0009-13-168	Cat 4:	\$6,698,762	\$1,674,690	\$0	\$0	\$0	\$8,373,452
Phase Subtotal:				\$36,958,383	\$9,239,595	\$0	\$0	\$0	\$46,197,978
Grand Total:				\$40,378,383	\$10,961,995	\$0	\$0	\$0	\$51,340,378

Revisions since STTC Meeting: **ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023 AND REVISE THE REQUEST TO REFLECT THE CHANGE. TXDOT HAS AGREED TO COVER THE COST OVERRUN WITH CAT 4 AFTER ORIGINALLY ASKING THE RTC TO COVER THE GAP.**

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55225	Facility: IH 30	Location/Limits From: SOUTH OF FM 1565	Modification #: 2023-0268
Implementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF FM 1565	
County: HUNT	CSJ: 0009-13-169		
City: VARIOUS	Desc: RECONSTRUCT OVERPASS		
	Request:	ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM EAST OF CR 2511 TO EAST OF FM 1565; ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$22,960,000	\$6,656,300	\$0	\$0	\$0	\$29,616,300

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-169	Cat 2M:	\$1,059,030	\$264,758	\$0	\$0	\$0	\$1,323,788
Phase Subtotal:				\$21,859,030	\$5,464,758	\$0	\$0	\$0	\$27,323,788
Grand Total:				\$24,019,030	\$6,921,058	\$0	\$0	\$0	\$30,940,088

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-169	Cat 2M:	\$1,059,030	\$264,758	\$0	\$0	\$0	\$1,323,788
2023	CON	0009-13-169	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$25,859,030	\$6,464,758	\$0	\$0	\$0	\$32,323,788
Grand Total:				\$28,019,030	\$7,921,058	\$0	\$0	\$0	\$35,940,088

Revisions since STTC Meeting: ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023 AND REVISE THE REQUEST TO REFLECT THE CHANGE. TXDOT HAS AGREED TO COVER THE COST OVERRUN WITH CAT 4 AFTER ORIGINALLY ASKING THE RTC TO COVER THE GAP.

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55226	Facility: IH 30	Location/Limits From: SOUTH OF CR 2509	Modification #: 2023-0269
Implementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF CR 2509	
County: HUNT	CSJ: 0009-13-170		
City: VARIOUS	Desc: CONSTRUCT NEW INTERCHANGE		
	Request: ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM WEST OF CR 2511 TO EAST OF CR 2511; ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
Grand Total:				\$27,120,000	\$7,696,300	\$0	\$0	\$0	\$34,816,300

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
2023	CON	0009-13-170	Cat 2M:	\$71,946	\$17,986	\$0	\$0	\$0	\$89,932
Phase Subtotal:				\$25,031,946	\$6,257,986	\$0	\$0	\$0	\$31,289,932
Grand Total:				\$27,191,946	\$7,714,286	\$0	\$0	\$0	\$34,906,232

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 2M:	\$71,946	\$17,986	\$0	\$0	\$0	\$89,932
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
2023	CON	0009-13-170	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$25,031,946	\$6,257,986	\$0	\$0	\$0	\$31,289,932
Grand Total:				25,031,946	\$7,714,286	\$0	\$0	\$0	\$34,906,232

Revisions since STTC Meeting: **ADD CATEGORY 4 FUNDING FOR CONSTRUCTION IN FY2023 AND REVISE THE REQUEST TO REFLECT THE CHANGE. TXDOT HAS AGREED TO COVER THE COST OVERRUN WITH CAT 4 AFTER ORIGINALLY ASKING THE RTC TO COVER THE GAP.**

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Request: REFINE FY2015 PROGRAM OF PROJECTS
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
Apportionment Year: FY2015 PROGRAM OF PROJECTS
Modification #: 2015-0695
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

Sample

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2023-0270

Request: REVISE FY2016 PROGRAM OF PROJECT

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 16,920 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12154.16	OPERATING ASSISTANCE	2017	OPERATING	\$85,271	\$0	\$0	\$85,271		\$170,542
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10000	\$50,000
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$9,600	\$0	\$0	\$0	1920	\$9,600
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$25,000	\$0	\$0	\$0	5000	\$25,000
TOTAL:				\$169,871	\$0	\$0	\$85,271	16,920	\$255,142

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12154.16	OPERATING ASSISTANCE	2017	OPERATING	\$85,271	\$0	\$0	\$85,271	0	\$170,542	NO CHANGE
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$34,600	\$0	\$0	\$0	6,920	\$34,600	INCREASE FUNDING
TOTAL:				\$169,871	\$0	\$0	\$85,271	16,920	\$255,142	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0272

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 369,555 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12206.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79880	\$399,396
12813.19	GENERAL PLANNING	2020	PLANNING	\$100,000	\$0	\$0	\$0	20000	\$100,000
12870.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79880	\$399,396
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$1,597,587	\$0	\$0	\$319,518		\$1,917,105
TOTAL:				\$2,496,379	\$0	\$0	\$319,518	179,760	\$2,815,897

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12206.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12576.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$471,039	\$0	\$0	\$0	70,656	\$471,039	ADD PROJECT (MPO TDCs)
12813.19	GENERAL PLANNING	2020	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12870.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$595,696	\$0	\$0	\$0	119,139	\$595,696	DECREASE FUNDING AND ADD TDCS (MPO TDCS)
TOTAL:				\$1,965,527	\$0	\$0	\$0	369,555	\$1,965,527	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0273

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 718,469 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

		FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12005.21	GENERAL PLANNING	2022	PLANNING	\$200,000	\$0	\$0	\$0	40000	\$200,000
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86053	\$430,265
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$0	344213	\$1,721,062
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$654,105	\$0	\$0	\$0	98116	\$654,105
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86053	\$430,265
TOTAL:				\$3,435,697	\$0	\$0	\$0	654,435	\$3,435,697

Revision Requested:

		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12005.21	GENERAL PLANNING	2022	PLANNING	\$200,000	\$0	\$0	\$0	40,000	\$200,000	NO CHANGE
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	NO CHANGE
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$0	344,213	\$1,721,062	REMOVE LOCAL MATCH; ADD TDCs
12576.21	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$426,895	\$0	\$0	\$0	64,034	\$426,895	ADD PROJECT (TDCS [MPO])
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$654,105	\$0	\$0	\$0	98,116	\$654,105	DECREASE FUNDING
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	NO CHANGE
TOTAL:				\$3,862,592	\$0	\$0	\$0	718,469	\$3,862,592	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2023-0279

Request: REVISE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 211,676 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352		\$698,704
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61600	\$308,000
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5000	\$25,000
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$610,381	\$0	\$0	\$0	122077	\$610,381
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$20,000	\$0	\$0	\$0	4000	\$20,000
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15000	\$75,000
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$312,619	\$0	\$0	\$312,619		\$625,238
12833.16	ACQUISITION OF BUS SHELTERS	2018	CAPITAL	\$20,000	\$0	\$0	\$0	4000	\$20,000
TOTAL:				\$1,720,352	\$0	\$0	\$661,971	211,677	\$2,382,323

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY PROJECT</u>
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352	0	\$698,704	NO CHANGE
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	NO CHANGE
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	NO CHANGE
12627.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$610,380	\$0	\$0	\$0	122,076	\$610,380	DECREASE FUNDING
12716.16	ACQUISITION OF SIGNAGE	2023	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	INCREASE FUNDING
12717.16	MOBILITY MANAGEMENT	2017	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$312,619	\$0	\$0	\$312,619	0	\$625,238	INCREASE FUNDING
12833.16	ACQUISITION OF BUS SHELTERS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,720,351	\$0	\$0	\$661,971	211,676	\$2,382,322	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0281

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 104,503 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12793.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$72,245	\$0	\$0	\$0	14449	\$72,245
12796.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$600,355	\$0	\$0	\$0	90054	\$600,355
TOTAL:				\$672,600	\$0	\$0	\$0	104,503	\$672,600

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT TO TIP/STIP
12793.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$72,245	\$0	\$0	\$0	14,449	\$72,245	NO CHANGE
12796.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$672,600	\$0	\$0	\$0	104,503	\$672,600	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0282

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: SINCE STTC: CORRECTED TOTAL FUNDING FOR 12736.20; 105,387 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0		\$0
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15333	\$76,663
12796.20	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$600,355	\$0	\$0	\$0	90054	\$600,355
TOTAL:				\$677,018	\$0	\$0	\$0	105,387	\$677,018

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT TO TIP/STIP (MPO TDCS)
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	NO CHANGE
12796.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$677,018	\$0	\$0	\$0	105,387	\$677,018	

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN NOVEMBER 2022

TIP Code: 14042	Facility: FM 113	Location/Limits From: OLD MILLSAP ROAD	Modification #: 2023-0042
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: NORTH OF OLD MILLSAP ROAD	
County: PARKER	CSJ: 0717-01-025		
City: MILLSAP	Desc: REALIGN FM 113 (2 TO 2 LANES)		
	Request: EXCHANGE STBG FUNDING FOR CAT 2 FUNDING AND EXCHANGE CAT 1 FUNDING FOR CAT 11 FUNDING IN FY2026		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY PARKER COUNTY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 11:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	Cat 2M:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225

**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.



AIR NORTH TEXAS PARTNER AWARDS

Regional Transportation Council | January 12, 2023

Air North Texas Partners

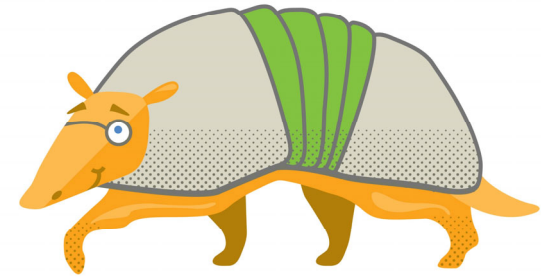


American Lung Association
 – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Garland
 City of Grand Prairie
 City of Grapevine
 City of Irving
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART

DCTA
 DFW Airport
 Health and Wellness Alliance for Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas Commission
 Dallas County
 Parker County
 Tarrant County
 Trinity Metro
 TxDOT – Dallas
 TxDOT – Fort Worth
 U.S. Green Building Council – North Texas Chapter
 University of North Texas Health Science Center
 University of Texas at Dallas
 University of Texas at Arlington
 UT Southwestern

Award Categories

- Outstanding Effort Awards
 - Advertising
 - Initiative
 - Outreach
- Arlo Ambassador Award
- Air North Texas Partner of the Year



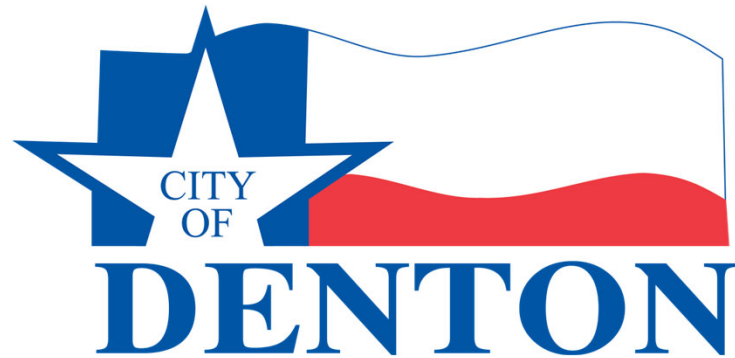
Outstanding Advertising



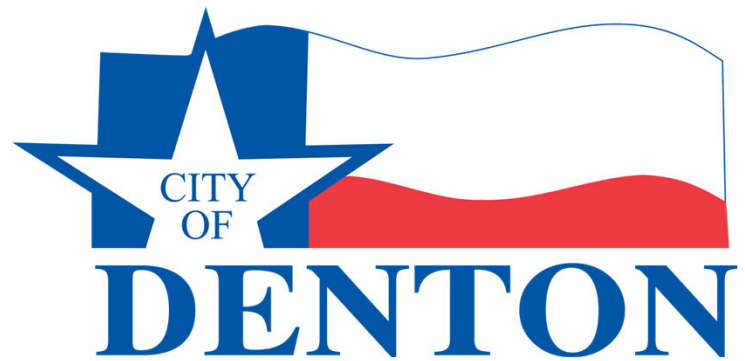
Outstanding Initiative



Outstanding Outreach



Arlo Ambassador



Partner of the Year



CONTACTS

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www.airnorthtexas.org



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 U.S. 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.

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!

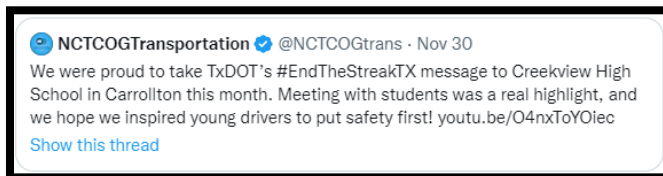
Response by NCTCOG Transportation staff:

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.

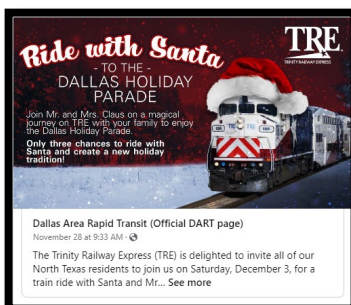
Twitter –

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:

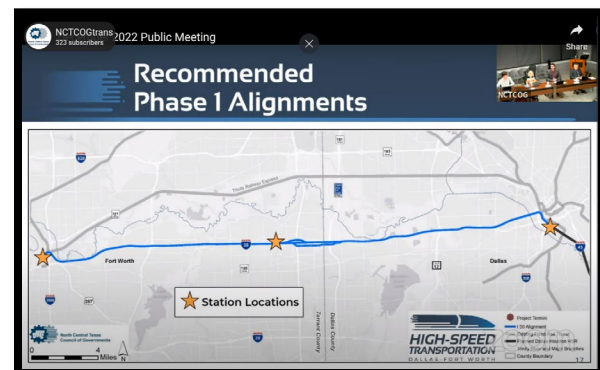
Thank you for providing your input to the North Central Texas Council of Governments Transportation Department. We recently completed our 2022 update to the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. It can be located here: www.nctcog.org/mobilityplan. 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)

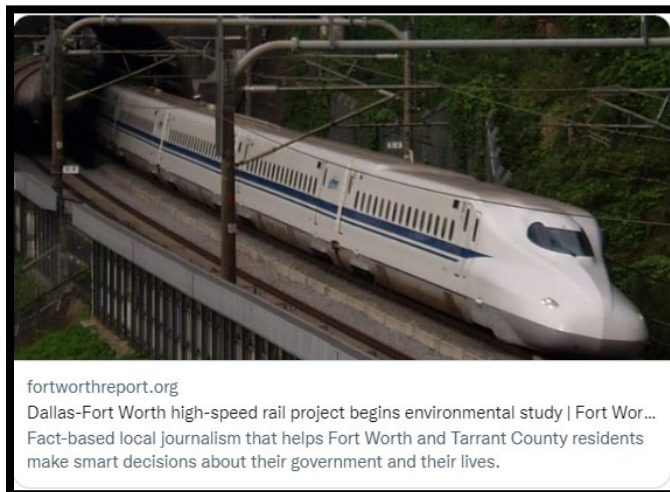
2. The @NCTCOGtrans is kicking off an environmental impact study of high-speed rail between Dallas and Fort Worth. — Fort Worth Report (@FortWorthReport)

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)



RECEIVED

DEC 14 2022

TRANSPORTATION

December 9, 2022

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Dr.
Centerpoint Two
Arlington, TX 76011

Dear Mr. Morris:

We recently discussed the need for further investment in TEXRail. This letter provides some further context and I appreciate your willingness to fund the additional trains.

TEXRail has been a resounding success since service began in January 2019. We are routinely seeing record ridership months and strong demand not only for commutation, but also leisure travel.

The original service plan called for 30/90 peak/off-peak service 14 hours per day for a total of 34 daily trains. Currently, TEXRail operates 30/60 peak/off-peak service for 23 hours per day for a total of 73 daily trains. This increased service level has accelerated ridership growth, particularly travel to and from the airport.

The current fleet of eight trains are accumulating nearly double the hours and miles than originally anticipated. This is causing unexpected impacts to vehicle availability and timing for light and heavy-duty maintenance. The expansion of TEXRail service to the medical district in 2026 will place additional demands on this already over-utilized fleet.

I am seeking NCTCOG's support to add four trains to the TEXRail fleet at an anticipated cost of \$65 million plus additional expenses for yard upgrades and spare parts which we are currently evaluating.

Please let me know how we can move forward at your earliest possible convenience.

Sincerely,



Richard W. Andreski
President and CEO

RWA/cb



RECEIVED

DEC 14 2022

TRANSPORTATION

December 9, 2022

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Dr.
Centerpoint Two
Arlington, TX 76011

Dear Mr. ~~Morris~~ **MICHAEL**:

As the soccer world will soon be looking forward to the 2026 World Cup, now would be a good time for us to solidify our plans on rail and transit investments to ensure we are ready to host the many thousands that will visit our region.

I appreciate your leadership on the World Cup transportation planning and would like to suggest a partnership to develop and improve transit links between the City of Fort Worth and the Arlington sports and entertainment district. Your concept for an express, high-intensity, guaranteed transit service via I-30 is a great step in that direction. We should also discuss capacity enhancements to Trinity Railway Express.

The lead time to acquire vehicles is approximately 16 months and to prove out an operating plan requires we start planning now.

We should begin by convening the appropriate stakeholders including Mayor Mattie Parker, Mayor Jim Ross, Bob Jameson of the Fort Worth Convention & Visitors Bureau, Brent DeRaad of the Arlington Convention & Visitors Bureau or their representatives. My team and I will support this effort by bringing to bear our knowledge of transit operations, vehicle design and customer experience requirements.

I look forward to working with you and to getting started on this important transit program that will yield benefits to the region well beyond World Cup 2026.

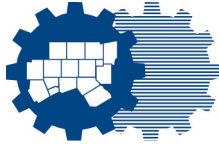
Sincerely,



Richard W. Andreski
President and CEO

RWA/cb





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,

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](#))

WFAA

As one major DFW highway project nears completion, another begins

Officials broke ground on a highway project in Tarrant County today as the Southern Gateway project in South Dallas nears completion.



Credit: TxDOT

State and local leaders cut a ceremonial ribbon to mark the end of the Texas Department of Transportation's Southern Gateway Project in southern Dallas. The \$666 million project rebuilt and widened ten miles of I-35E and US 67 including the construction of non-tolled, reversible managed lanes to help with peak travel time demands. Dignitaries included {from left to right} Michael Morris, Director of Transportation for the North Central Texas Council of Governments; Dallas City Council Member Paul Ridley; TxDOT Executive Director Marc Williams; Regional Transportation Council Chairman Duncan Webb; Dallas County Judge Clay Jenkins; Dallas Deputy Mayor Pro Tem and Council Member Omar Narvaez; Dallas Mayor Pro Tem and Council Member Carolyn King Arnold; Dallas City Council Member Tennell Atkins; Texas State Senator Royce West, Texas Transportation Commission Chairman J. Bruce Bugg, Jr.; Texas Transportation Commissioner Robert Vaughn; Dallas City Council Member Adam Bazaldua; Dallas County Commissioner John Wiley Price; and TxDOT District Engineer Ceason Clemens.

By Paul Wedding

Two major highway projects in North Texas are making progress as one in Tarrant County broke ground while another in South Dallas had its ribbon cutting on the same day.

Tarrant County officials kicked off the [Southeast Connector Project](#), a \$1.6 billion project rebuilding and widening the I-20, I-820 and U.S. 287 interchange in the southeast part of the county. The project is expected to be completed in 2027.

"The Southeast Connector project has afforded increased economic opportunities for businesses located right here in our community, and will continue to do so as construction advances," said state Rep. Nicole Collier. "From the beginning, TxDOT has made this project community driven. They have considered and included community input and feedback and demonstrated first-hand how government works for, and with, the people of Texas."

That same day, Dallas County officials cut the ribbon on [The Southern Gateway project](#), a \$666 million project to rebuild and widen I-35E from Colorado Boulevard to U.S. 67, and from widened U.S. 67 to I-5E to I-20.

"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 State Senator Royce West. "This project, which finished on time and on budget, will serve southern Dallas well for decades to come."

Robert Vaughn, Texas Transportation commissioner, said he was proud of the men and women at TxDOT who work hard every day to deliver projects like these two.

"These projects will stand for generations as a reminder of TxDOT's commitment to working with its community partners to build projects that become a part of the community they serve.

With North Texas welcoming thousands of new residents each month, projects like these help keep our region moving safely and our economy humming," Vaughn said.

<https://youtu.be/trViuZLLAFQ>

NBC DFW

Dallas Leaders Celebrate Completion of Southern Gateway Reconstruction Project

Some neighbors complaining of unkept promises are not celebrating.

By Ken Kalthoff

State and Dallas leaders Wednesday celebrated the completion of the [Southern Gateway](#), a complete reconstruction of the Interstate 35 R.L. Thornton Freeway south of the Trinity River and the U.S. 67 Freeway from I-35E to Interstate 20.

The 5-year project was a major disruption for neighbors. [Some remain unhappy](#) about what they consider to be unkept promises from the City of Dallas.

Some other property owners are anxious to launch new projects along the completed roadway.

An old car dealership is part of 20 acres along the freeway assembled by developer Hudson Henley for a residential and retail project.

"I'm expecting to have a place where people can sit out at night and have a glass of wine and enjoy the view," he said.

His land is adjacent to the [planned deck park over the freeway](#) to be open in 2024.

State and city officials held a ribbon cutting for the Southern Gateway freeway project on the 12 Street bridge.

They praised the potential for economic development and transportation improvement.

"Everyone is real scripted and they feel like 'Kumbaya,'" said Dallas County Commissioner John Wiley Price who represents the area.

Price praised the fact that only six homes were taken for the expanded roadway but he voiced concern for promises made to neighbors in the adjacent 10th Street Historic District.

"They didn't invite us to their party," 10th Street resident Patricia Cox said.

Cox said residents there have seen none of the home repair money that was promised to help them stay in older homes as property values soar from the deck park and freeway improvements.

"It's a bunch of broken promises," she said.

Cox showed a crack in her foundation that she says was caused by freeway construction pile driving.

Property owner Larry Johnson said city inspectors have deemed homes unrepairable, denying repair applications.

"They're trying to find reasons or trying to find ways to deny homeowners instead of getting them qualified," Johnson said.

Price said improvements from the road project should extend to the historic 10th Street neighborhood where freed slaves once lived.

"This is about that community. Let's see how much economic it will bring," Price said.

The Southern Gateway was a \$666 million total reconstruction of the roadway, adding transportation capacity and reducing the tightness of the notorious Zang curve.

A Dallas County affordable housing project is under construction nearby, close to Henley's project.

He said existing homeowners will also benefit from greater wealth from increased values.

"I think there's going to be a lot more investment. It's a real catalyst. There's going to be more businesses opening down here, more mutli-family, more houses getting revitalized. It's good for everybody," he said.

Making it good for everybody is still the challenge along the new Southern Gateway.

Dallas City Council members attending the ceremony Wednesday said they have not forgotten promises made to the 10th Street District residents.

<https://www.nbcdfw.com/news/local/dallas-leaders-celebrate-completion-of-southern-gateway-reconstruction-project/3137957/>

Fort Worth forges ahead with purchase of open space along Lake Arlington. Here's what the city plans to preserve next

By Haley Samsel

Following a surge of funds from the [May bond election](#), Fort Worth's open space [conservation program](#) is making moves to preserve land throughout the city.

The new push will begin in southeast Fort Worth. On Nov. 29, City Council members approved a \$2.5 million purchase of five properties spanning 29 acres on the western shoreline of Lake Arlington. The acquisition marks the program's fifth since launching in 2020 and the first approved this year.

The city already owns several parcels along Lake Arlington and behind Eugene McCray Park. Brandi Kelp, who runs the open space program from her position in Fort Worth's stormwater management department, said the area was a high priority for city staff seeking to expand Eugene McCray and create a trail system for the public to enjoy.

"We wanted to create more of an amenity for the residents over there," Kelp said. "That area is [undergoing a lot of development](#) and we wanted to create an opportunity for trail-oriented development – mixed uses and restaurants and things that benefit the community economically and also tie into the open space and trails that we're creating over there."

The cost was split evenly between Fort Worth's parks department and the open space program, which obtained \$15 million from a voter-approved bond in May. The program also has millions to spend on capital projects from Fort Worth's oil and gas trust.

If council members approve three more expected acquisitions over the next few months, the program's coffers will have about \$2 million in oil and gas funds and a little over \$11 million left in bond funding, Kelp said during a [Nov. 15 work session](#) with council members.

Priorities for open space preservation

The city uses a set of seven criteria established by the Trust for Public Land when deciding which areas are high priority for conservation.

- Ecosystem preservation, such as prairies, wetlands and other wildlife habitats
- Stream, river, and lake health
- Community health
- Recreation
- Flood control
- Equitable access to open spaces
- Economic development, including raising property values

Where will the city head next? Kelp originally expected council members to vote Nov. 29 on another acquisition of a property just west of Rosehill Park in east Fort Worth. But the \$400,000

purchase is paused because council members had more questions about the proposal, Kelp said.

City staff plan to install natural surface trails, signage and a gravel parking lot on the site, which is located on Nosilla Street. The area is home to rare migratory bird species cataloged by a member of the Fort Worth Audubon Society. Kelp expects the society to partner with the city to build bird blinds — camouflaged shelters used to observe wildlife.

“It could really be a very unique environmental education opportunity,” she told council members on Nov. 15.

Fort Worth is also close to obtaining just under 50 acres at Primrose Station, adjacent to Chisholm Trail Parkway near Benbrook. The property contains “critical habitat” for wildlife and would connect to the Fort Worth Prairie Park, an open space project that [came out of advocacy](#) from the nonprofit Great Plains Restoration Council.

The last property currently under consideration is in far southwest Fort Worth and would connect the West Fork of the Trinity River to the other side of Lake Benbrook. The parcel is located just south of the Walsh Ranch development, Kelp said.

Other priority areas include the north Fort Worth prairie, [the Basswood area](#), Ten Mile Bridge, the Trinity Trails, Lake Worth Water Department land and trail connections along the Sycamore Creek watershed trail, according to Kelp’s Nov. 15 presentation.

Beyond obtaining more land, the open space program also obtained a \$150,000 grant from the North Texas Community Foundation’s conservation and environment fund to build trails and signage as well as [remove invasive grasses](#) from the Tandy Hills Natural Area. A portion of the natural area, Broadcast Hill, was the open space program’s [first purchase](#) back in the summer of 2020.

The program has been successful because city staff involved developers and several different city departments in the process since the start, Kelp said.

“Pulling in the developers in that community was a critical piece to the whole thing because now they just see the value of what we’re doing and they see the value to their developments and a lot of them live here, too,” she said. “We want to create these really nice communities for our current and future residents.”

Kelp is also hoping to work alongside other city governments who are leading open space initiatives, possibly through a working group convened by the North Central Texas Council of Governments. That initiative is still in its early stages, according to Edith Marvin, the director of environment and development for the council of governments.

Nonprofit organizations in the area need more financial support to fund conservation easements, Kelp said. Those agreements allow landowners to keep the title to their land but agree to permanently limit certain kinds of development on the property.

There’s more demand from landowners interested in signing easements than there is funding to complete them in Texas, according to [previous reporting](#). Kelp imagines that a future working group will focus on how to bring organizations together with the goal of increasing the amount of funding available to complete those agreements.

“There’s a big gap between what we’re able to do right now and there really aren’t a lot of active nonprofits who are able to hold and maintain those conservation easements,” Kelp said. “We’re working with a lot of those partners and basically trying to bring everyone together who’s already working on things separately and hopefully have a greater impact when we’re all working together.”

NBC DFW

TxDOT Breaks Ground on Major Project That Will Affect Drivers for Years To Come

Construction on the Southeast Connector Project is expected to pick up speed next year and be completed by 2027

By Alanna Quillen

The [Texas Department of Transportation](#) just broke ground on a major project in [Tarrant County](#) that will affect drivers for years to come.

The [Southeast Connector Project](#) will rebuild and widen approximately 11 miles of I-20 and I-820.

At a cost of \$1.6 billion, the project will represent the largest investment in transportation infrastructure in the history of TxDOT's Fort Worth district.

Crews will widen I-20 to 10 main lanes from I-820 to US 287, and I-820 to eight main lanes from I-20 to Spur 303 (Rosedale Street) and reconstruct the I-20, I-820, and US 287 interchanges.

[TxDOT](#) Fort Worth officials say the goal is to make merging easier, improve safety, and help traffic flow better.

"This highly anticipated project will tie in the east and southeast part of Tarrant County to the central part of the county while relieving congestion. It's not only important for Tarrant County and Fort Worth, but also facilitates trade, increases safety, and improves efficiency for the entire Metroplex," TxDOT officials said in a press release.

Wednesday's groundbreaking at a site near I-820 was attended by Texas Transportation Commission Chairman J. Bruce Bugg Jr., Texas Transportation Commissioner Robert Vaughn, State Rep. Nicole Collier, Tarrant County Judge B. Glen Whitley and other regional leaders.

In the afternoon, Chairman Bugg and Commissioner Vaughn headed to Dallas where they were also joined by State Senator Royce West, Mayor Eric Johnson, County Judge Clay Jenkins and others to cut the ribbon on the [Southern Gateway project in southern Dallas](#).

The five-year, \$666 million project rebuilt and widened I-35E from Colorado Blvd. to US 67 and widened US 67 from I-35E to I-20, while also constructing a non-tolled reversible managed lane section.

The projects are part of the [Clear Lanes initiative](#), started by state lawmakers to identify and fix bottlenecks throughout the state. Much of the projects involve aging infrastructure like I-820, which was built in the 1960s. The interchanges in that area were also built up until the 90s.

However, the traffic we have now certainly isn't the same as back then.

"In the mid-60s, this was an adequate facility. But now in the 21st century with our population exploding, it's no longer adequate to meet its needs," said Val Lopez, spokesperson for TxDOT Fort Worth District.

Lopez said that's why projects like these are becoming more common around DFW.

"These large projects represent real progress and meeting the demands of North Texas as far as transportation, as far as commuters trying to get to where they're going. We are trying very hard to relieve congestion and we're building quite aggressively," he said.

Over the last several years, TxDOT officials have conducted community meetings and public presentations in affected cities before bringing the Southeast Connector project to life.

They shared the results of research and studies with residents in the area, including visuals like this graph – which shows how much traffic volume is projected to grow in the next 20 years.

While there will be growing pains for the next five years during construction, TxDOT officials said traffic volumes and the population are growing so much to the point that the older infrastructure just needs to be updated in order to handle the projected increase in vehicle traffic.

Right now, crews are already moving some utilities around right now and doing some preconstruction work. Construction will really start ramping up next year and should be completed in 2027.

For more on project updates, visit www.southeastconnector.com

<https://www.nbcdfw.com/news/local/txdot-breaks-ground-on-major-project-that-will-affect-drivers-for-years-to-come/3137662/>

Fort Worth Star-Telegram

New homes might cost more as Fort Worth increases fees for road construction

By Tom Johanningsmeier

New homes will soon cost even more in Fort Worth after the City Council voted Tuesday to increase the fees it charges builders for the roads that support new neighborhoods.

Beginning June 1, 2023, builders and taxpayers will share the cost of the new and expanded roads that are needed to accommodate growth in one of the nation's fastest growing big cities. The 50% fee will increase 5% each year until it reaches 65%.

City staff had recommended 65% but builders and real estate agents feared the increases would further strain the city's affordability crisis. They told council members that builders are likely to add the fee to the cost of a house.

The current collection rate for residential averages about 30%, and the fees can vary depending upon the location and type of development.

The median home price in Fort Worth was \$341,000 in October, according to the Greater Fort Worth Association of Realtors. But increasing interest rates have put payments out of reach for many. Rates at nearly 7% have added more than \$500 to the payment on a \$341,000 home compared to a 30-year mortgage taken out a year ago.

Don Allen, a Fort Worth developer and first vice president of the Texas Association of Builders, told the council that a 65% fee would add \$14,000 to \$22,000 to the price of a house. Clint Vincent of Southlake-based Bloomfield Homes said a 65% fee would be a "gut punch" to the housing industry.

"We don't want to do anything to keep people from building," council member Gyna Bivens said. "We don't have enough housing as it is, citywide, statewide, nationwide."

City staff had previously proposed a fee of 80% for residential projects and 55% for non-residential projects, something that had the support from some residents in far north Fort Worth who wrote to the city in support of the plan. They urged the council to hold developers responsible for a substantial cost of road improvements.

Rapid growth has overwhelmed many roads in far north Fort Worth, frustrating residents who were drawn to the area's affordable homes and top schools only to find even the shortest commutes involve a slow trek on a narrow and rutted pavement.

The Eagle Mountain-Saginaw school district, which is building a high school on Bonds Ranch Road, expects to add 9,000 students by 2031. Nearby Northwest, with 29,000 students, says its enrollment will grow by 10,000 by 2030.

Council member Elizabeth Beck stressed that even with the impact fees, the city was still covering some of the cost associated with new developments.

"It's important for the public to understand when we talk about a rate, when we use 40% or 50%, that's a percentage of the actual cost of improving the transportation needs for a particular development," she said. "So that means when we the city set a rate at 50%, we are subsidizing corporations at 50%. We are telling our residents that we — you — in the form of your taxes or in your bond dollars are subsidizing builders to build."

Dallas Morning News

Plano amends agreement with DART for Silver Line rail project

Part of the agreement reflects new features for the public.

By Teri Webster

The Plano City Council has updated an agreement between the city and the Dallas Area Rapid Transit (DART) for the Silver Line project.

Part of the updated agreement includes added benefits such as grade-separated crossings and at-grade crossings for the rail line and the hike and bike trail.

Also included are signal timing coordination within Plano and an additional turn lane from the President George Bush Turnpike eastbound frontage road to northbound Alma Drive.

The agreement refines the roles and responsibilities of both the city and DART and also reflects the projected completion date for the Silver Line as Dec. 31, 2024.

Construction delays, the COVID-19 pandemic, and unsettled agreements have been cited as [reasons for the project's delay](#).

The completion date reflects a two-year delay from the estimate in the original agreement between the city and DART.

The 26-mile Silver Line, which has been in the works since 1990, will travel between southeast Plano and DFW International Airport, stopping at 10 stations along the way.

The DART Board of Directors approved the amended and restated agreement earlier this month.

Denton Record-Chronicle

DCTA aims to find out if GoZone vans, county buses are safe enough

By Justin Grass

The Denton County Transportation Authority put safety under the spotlight at Thursday's board meeting, approving an updated safety plan and announcing the hire of a safety and compliance director.

For many residents, the safety of DCTA's various programs has risen to the forefront in the past year.

That's largely because of the new GoZone rideshare service, which has [gained a local reputation for poor driving](#) quality.

On Thursday, the general safety of all the agency's programs took center stage. Firstly, CEO Paul Cristina introduced Bracey Goodwin IV, DCTA's new director of safety and compliance. Taking over a new position, Goodwin is responsible for ensuring federal requirements and DCTA's "own standards" for safety.

In an interview last month about the future of DCTA, Cristina said the agency was hiring someone to the position so it could track safety standards across all its transportation types.

"[GoZone contractor] Via has a safety program, North Texas Mobility Corporation has a safety program for the bus operation, Rio Grande Pacific has a safety plan and safety standards for the rail operation," Cristina said. "This director of safety and compliance is the umbrella over all of those modes, to make sure that they're doing the things they're saying they're going to do."

So what does safety look like for DCTA? Board members and staff discussed the topic because the agency needed to revise its Public Transportation Agency Safety plan. The plan was adopted back in 2020, but new federal laws necessitated changes.

The new requirements include forming a safety committee, working on strategies for infectious diseases, coming up with a new way to calculate safety performance targets and engaging more with frontline workers.

Boiled down, the plan essentially outlines how DCTA evaluates its safety measures and results, then reports it to transportation administration at the federal level. The safety committee, formed earlier this year, has already met to discuss that evaluation process.

Under new requirements, the agency's going to be evaluating metrics such as the rate of fatalities and rate of injuries per 100,000 miles of service. The data will come from a look at the past three years, as a rolling average.

There's also going to be more direct involvement in the process. For example, the safety and compliance director will be going out in person to identify any potential hazards.

"Looking inside of our shops, looking at where people get on and off of vehicles — again, anywhere where a person might have an exposure or a risk," Cristina said. "Imagine a list of risks that have been identified ... and then we index those risks based on what's the probability of that sort of safety incident occurring, and then if it does occur, how severe is it?"

Cristina said other industries, such as aviation, have been using a similar approach.

Denton board representative Alison Maguire asked for clarification on how the agency looks at incidents in which there's no injury. The Federal Transit Administration has certain qualifications for a "safety event," which can look at injuries, but also monetary damage to vehicles.

That allows for some smaller incidents to fall through the cracks, because they don't meet the criteria to be reported. However, Cristina said it will be important to get a grasp on the "immeasurables" as well.

"People can easily see when things happen on the road, and it causes things to go in people's minds," Cristina said. "We need to be able to not just evaluate our performance from the measurables, but also the immeasurables, the stories that other people have in their mind about how safe our service is.

That's part of how we communicate about our service."

Government Technology

As Traffic Levels Rebound in Texas, Tech Could Aid Efficiency

The annual traffic congestion survey of Texas roadways in 2021 showed a near return to pre-pandemic traffic levels amid strong population growth. Meanwhile, development patterns and transportation systems remain car-focused.

By Skip Descant

Population increases and a car culture keep Texas highways clogged, particularly in its metro regions.

The latest traffic congestion survey showed congestion rebounded in 2021 after a decline of [COVID-19](#) numbers in the state in 2020. The [annual survey](#) is conducted by the Texas A&M [Transportation](#) Institute (TTI) and lists the 100 most congested roadways in the state. Overall, traffic was slightly down in 2021, compared to pre-pandemic levels, likely a nod to remote work trends the pandemic precipitated.

“There was significant population growth occurring in Texas during the pandemic years,” said [David Schrank](#), senior research scientist at TTI and one of the authors of the report.

“This has never let up,” he added, pointing to companies like Tesla that moved their headquarters from California to Texas because of the state’s more business-friendly posture. It should be noted Tesla cars are still produced in California.

Remote work has changed traffic patterns, said Schrank, relating similar findings from other parts of the country where morning commutes into downtown districts have softened, giving way to more traffic at midday.

“Arterial streets saw increases in travel and some commute-work trip times were adjusted such that we had more congestion toward the middle of the day,” said Schrank in an email. “We also saw more congestion on the weekends as folks needed to run their errands or just get out of the house.”

It should also be noted the state had a number of large highway projects in play during 2021, which tend to exacerbate traffic congestion.

However, trends like population growth follow similar findings from other parts of the state. The Dallas-Fort Worth metro region, home to some 8 million residents, has also seen significant population growth in outlying suburban to rural communities, where housing costs are lower, said Dan Lamers, senior program manager at the North Central Texas Council of Governments Transportation Department.

“We’re growing faster than we have the ability to build transportation capacity. That’s just the hard truth of the situation,” said Lamers.

While local communities in Texas cities have taken steps to reduce car dependency in the form of encouraging infill development, growing transit options or developing bike and pedestrian infrastructure, Texas is — at its core — a car culture.

“Lessening traffic is not as much of a priority as providing more reliability to the traffic that we do have, and providing additional options to people for travel,” said Lamers, citing some of the guiding principles in the region’s recently approved Mobility 2045 Update.

The region will turn to technology innovations “to help us squeeze efficiency out of our transportation system,” said Lamers, adding that technology innovations like connected vehicle developments could allow the gaps between vehicles to become tighter, fitting more on the highways and improving safety.

“So you get these almost, like, platoons of vehicles that operate almost like a single unit, for example,” he added.

Schrank also cited the development of more technology and traffic management playing a stronger role in the future.

“There is a great deal of road capacity being added but it is often added with other elements such as managed lanes, incorporating technologies to help with management, etc.,” said Schrank, adding the state is forecast to add 20 million residents in the next 20 to 25 years.

“There is more management of the existing facilities occurring. More incident management occurring. More traffic monitoring and traveler information [gathering] is occurring,” said Schrank.

Fitting more cars on the roads, or expanding roadways, has not necessarily been the policy direction taken by other metro regions. Miami-Dade County in Florida is in the midst of a \$10 billion transportation development plan with a strong emphasis on transit.

“I am very optimistic of the fact that the appetite for figuring out better ways to get around, outside of your single-occupancy vehicle, is something that people want to see,” said Eulois Cleckley, director and CEO of the Miami-Dade Department of Transportation and Public Works, speaking on a panel in October at the [American Public Transit Association \(APTA\) TRANSform](#) conference in Seattle.

One of those projects is known as the South Corridor and is one of the longest all-electric bus rapid transit systems in the country, to be operational in 2024.

In Kansas City, Mo. — another region not known for having a deep relationship with transit — Mayor Quinton Lucas has been an advocate for more transit options, fare-free transit and more pedestrian and biking infrastructure, as an answer to reducing the pressures on the region’s road network.

“Transportation is infrastructure,” said Lucas in some of his comments at the APTA conference. “Often, we will say, ‘We need to build an additional lane on an interstate,’ and we all know how expensive that is.”

The Dallas-Fort Worth metro is served by a number of successful public transit options — both bus and rail. However, due the spread-out development of the region, which prioritizes car use, much of the area is not easily accessible by transit.

Just under 50 percent of the Dallas-Fort Worth metro region is covered by public transit.

“More than half of the population of the Dallas area doesn’t have direct access to public transportation,” said Lamers.

“So that’s a big hurdle that we’re going to have to try to overcome,” he added. “The bottom line,

again, comes down to funding.”

While the remote work trend remains a potent force for beating traffic congestion in some cities — in Seattle, the September headcount in downtown office buildings was only 36 percent of 2019 levels — the trend toward telework is not as strong in the Dallas region as it might be in other metros.

“The great thing about the Dallas-Fort Worth region is we are very diverse in the type of employment that we have,” said Lamers, adding that remote work only applies to the relatively small portion of the workforce that can really take advantage of it in a meaningful way.

What’s more, many of those employers in the region who do allow for remote work still require workers to come in periodically, he added.

As the Lone Star State becomes the new home for transplants from other large urban areas, attitudes are beginning to shift in areas like land use and biking infrastructure. A 30-mile bike trail to connect downtown Dallas with Fort Worth is nearly complete. A “freeway system for bicycles” is planned for the region with the North Central Texas Council of Governments Transportation Department [funding strategic connections](#) between the sections of trail.

“We can create this massive network of bicycle and pedestrian facilities,” said Lamers.

Local governments are beginning to understand the distinct connection between land use and transportation.

“You’re seeing a lot more infill developments You’re seeing local governments creating more mixed-use developments intended to provide more efficient transportation options, or you don’t even have to take transportation; you can walk,” said Lamers.

“Thirty years ago we couldn’t get local governments to talk to us about land use. They did not really see the connection between land use and transportation,” he added.

Dallas Morning News

Fort Worth's Bell wins coveted U.S. Army contract for next-gen assault helicopter

The contract is worth as much as \$1.3 billion with development expected to take 19 months.

By Bloomberg Wire

The U.S. Army on Monday selected [Bell Textron Inc. to build a new long-range assault aircraft](#) in a contract worth up to \$1.3 billion, beating out a Lockheed Martin Corp.-Boeing Co. team to replace the iconic Black Hawk helicopters by 2030.

The contract is one part of the Army's Future Vertical Lift program to replace both the Black Hawk and Apache helicopters and is seen as a crucial test of how the service can modernize without delay and cost overruns after some high-profile failures over the past 20 years.

Textron's stock jumped as much as 11% in extended trading.

The contract is worth as much as \$1.3 billion with development expected to take 19 months, according to the Army's announcement. Bell, based in Fort Worth, supplies aircraft to U.S. military and private sector customers and has been building [new facilities across North Texas](#), including a 140,000-square-foot Manufacturing Technology Center.

In a statement, the Army said the new machine will "provide transformational increases in speed, range, payload and endurance to replace a portion of the Army's current assault and utility aircraft fleet."

The contract selection "is our chance to move to the next step in this vital program," Douglas Bush, Army assistant secretary for acquisition, told reporters at the Pentagon on Monday. If all the options of this contract are exercised, it could go to \$7 billion, Army officials said. That would also include the first initial low-rate production tranche of the new helicopter.

The Army had two different aircraft to pick from. One was an advanced tilt-rotor offered by Bell—called the V-280 Valor—which is derived from the V-22 Osprey, with its vertical lift and takeoff technology. The second is the coaxial lift compound rotor helicopter called Defiant X, built by the Lockheed-Boeing team.

For the winner, selection could establish a foothold as the Army's aviation provider for decades, and reap the benefits of a market projected to be worth from \$60 billion to \$90 billion, according to congressional and Wall Street budget analysts.

In a statement, the Lockheed-Boeing group suggested it wasn't done fighting for the contract.

"We remain confident Defiant X is the transformational aircraft the US Army requires to accomplish its complex missions today and well into the future," the group said. "We will evaluate our next steps after reviewing feedback from the Army."

The stakes were especially high for Textron's Bell division, which is looking to offset declining sales for its V-22 Osprey. Without the contract, Bell Military revenue was expected to decline from \$1.8 billion this year to \$802 million by 2026, according to analyst Sheila Kahyaoglu of Jefferies. She estimated that at peak production, the Black Hawk replacement could reap \$11 per share for Textron.

"The V-280 tilt rotor is a structurally better aircraft, despite a very strong showing from the LMT Sikorsky team," Kahyaoglu wrote after the announcement. She said the helicopter should generate \$66 billion in revenue through 2050.

Analysts Roman Schweizer and Cai von Rumohr of Cowen wrote: "For Textron, it is a generational win that rejuvenates Bell's military franchise."

"For Boeing," they said, "it opens long-term questions about its military helicopter business."

Bell Textron was the favorite to win the contract because of the V-280's "range, speed and maturity," said JPMorgan Chase & Co. analyst Seth Seifman in an October report. The contract, which is 75% cost-plus and 25% fixed cost, would be worth several billion dollars initially and will cover development work, including six prototypes as well as eight low-rate initial production aircraft, the report said.

<https://youtu.be/T5a9Djp9gsg>

While it lost the contest, the news isn't all bad for Lockheed. It is one of the largest contractors for the V-280, supplying the craft's cockpit and avionics, Seifman said. The company will continue to build Black Hawk models until at least the middle of next decade. In June, the Army awarded it a multi-year contract for 120 Black Hawk's with options for 135 more, he added.

The Army wants the new aircraft to fly at least twice as fast and twice as far as the helicopters it's replacing, which have been its aerial mainstays since conflicts in Grenada, Panama and the first Gulf War. They'll be in service for decades and fly for the other US armed forces.

The Army is staking its flying future on aircraft that can cruise like planes over vast expanses of the Pacific and Africa, hover like helicopters, and evade detection with swift maneuvers.

The Black Hawks have been in service for decades. Two of them were shot down during a 1993 raid in Somalia, a story that was told in the book *Black Hawk Down* by Mark Bowden. And in 2011, a stealth version of the Black Hawk famously crashed during the raid in Pakistan that led to the death of al-Qaeda leader Osama bin Laden.

The winner of the new assault helicopter contract is expected to produce prototypes in next fiscal year for a flight test in fiscal 2025.

Dallas Morning News

In latest ultimatum to Valley View owner, Dallas demands demolition be done by end of July

Before you hoist that Orange Julius toast, remember this development saga has never gone as planned.

By Sharon Grigsby

How Dallas is this?

Our city's longest-running hostage crisis involves real estate — the remains of Valley View Center, rotting away on its prime and pricey gravesite at LBJ Freeway and Preston Road.

This monument to urban blight — a crumbling mall and its surrounding asphalt wasteland — has outlasted mayors, council members, even newspaper columnists as majority-owner Beck Ventures and City Hall play round after round of chicken.

Foot-dragging developer Scott Beck has the upper hand in this six-year battle. He's sitting on a gold mine, a 430-acre property that is among the few remaining large and developable sites left in North Dallas.

Recently comes word of a break in the hostage-taking. At least that's what they say. We've heard this before — many times.

The City Attorney's Office sent Beck a letter late last month demanding removal of the last hunk of the still-sorta-standing mall. The latest final deadlines to avoid going back to court: Get the asbestos abatement finished by March 16 and the site completely cleared by July 28, 2023.

"We're looking for partners, not opportunists," is how Assistant City Manager Majed Al-Ghafry assessed the state of when he returned my call Sunday.

Three years have passed without significant movement on [The Mall That Will Not Die](#), the name bestowed on Valley View by my [former colleague Robert Wilonsky](#).

Pockets of progress have taken root here and there around Valley View — many under new ["International District" branding](#). But it's hard to see beyond the entryway: A massive dead zone watched over by the ghost of a movie theater and the remnants that cling to it.

This sorry mess has existed for so long that it's hard for even those of us here during Valley View's 1980s glory days to visualize our Saturday meet-up spots of Waldenbooks, Sound Town and the Orange Julius stand.

We grew up, and eventually Valley View, like its cookie-cutter counterparts across America, began to sputter and then gasp its dying breaths.

The Beck family scooped up the dinosaur's carcass with a big April 2012 announcement that it would demolish the mall and replace it with "1.5 million square feet of retail storefronts, restaurants, residential units, office towers and even a high-rise hotel with condo towers," along with a giant park.

Instead, this ignominious decade-long slog has brought only broken promises, lawsuits, unpaid bills, misdirectional plays and [accusations and counter-accusations between Beck and City Hall](#).

“This is the right thing for Dallas,” Beck proclaimed [at a 2016 City Council meeting](#) — just months before things went sour.

Maybe best for Beck Ventures. But hardly for our city, especially those who live, work and play in the vicinity of this hellscape.

Years after the city and Beck went from being partners to adversaries, this big idea remains stuck on start. Beck continues to tout the fabulous high-density development, but there’s no evidence that’s really the plan.

Now City Hall swears (again) it’s done with the delays.

The city’s latest ultimatum letter went out soon after two adventurous YouTubers created a buzz when they explored what’s left inside the mall and [posted their findings](#). The video revealed a structurally unsound nightmare of graffiti, broken glass and twisted metal — home to vagrants and vandals.

The site’s [first demolition came in 2019](#), long after the original 2016 date Dallas gave the Becks to raze the place. Blowing that deadline cost Beck Ventures the \$36 million in tax incentives the city originally had dangled.

The three-story piece of mall that remains is anchored by an AMC theater that for inexplicable reasons remained open into January of this year. What an apocalyptic date night that must have been.

Beck, who owns the property with his father, Jeff, told me Friday morning via email that he likely wouldn’t be able to do an interview before my deadline.

But [he told KXAS-TV \(NBC5\)](#) that asbestos abatement on the still-standing structure has been under way for months and demolition will follow.

He also tried to divert blame for the development delays onto City Hall, contending that its delinquent sewer work, finished about six weeks ago, is the bad guy here.

Al-Ghafry disputed that Dallas had even an ounce of responsibility in any recently completed work. “There is zero truth to that,” he said.

Dallas City Council member Jaynie Schultz, whose District 11 includes the Valley View site, told me, “The whole community is up in arms over Beck’s inaction.”

She said she responds to emails weekly from residents and businesses fed up with the blighted site.

“It’s blight because of greed,” she said. “Beck Ventures has had myriad opportunities to develop the property over the past eight years but continues to hold out for higher land values.”

But Schultz retains her optimism. “The ground will be flat by the end of July, and we are very pleased with that.”

Her bigger message is, while she can’t plant a magic bean to force progress on the Valley View site, a lot is going right in the International District, bounded by I-635, the Dallas North Tollway, Southern Boulevard and Preston Road.

On Monday, Mayor Eric Johnson gathered with other leaders at the Prism Center, just west of the old mall, to announce the Trade Office of France will open there. This partnership between the City of Dallas and the French-American Chamber of Commerce will serve as an anchor tenant for the International District.

Johnson believes this office, and others like it, will improve foreign relations and increase trade, cultural exchanges and foreign direct-investment in Dallas.

The area also will be home to a 20-acre park, funded in part by previously approved bond dollars, and eventually pilot a driverless “people mover.” On nearby Montfort Drive, a “complete street” makeover will make this artery more pedestrian friendly.

Dallas ISD is involved too, having set aside \$75 million for a new preK-12 STEAM (science, technology, engineering, arts and math) academy, which will open in fall 2024.

More immediately, a new burger joint just opened next to old Valley View, courtesy of restaurant entrepreneur Mark Brezinski.

His [Bizzy Burger Merchants](#), on Montfort Drive just north of LBJ in the busy Target parking lot, is going up against McDonald’s and other inexpensive fast-food outposts.

Brezinski, creator of Pei Wei and a long list of others, said he’s optimistic that development eventually will replace the expanse of nothing across the street.

“Would I like Valley View to be under construction and all of their construction workers coming across the street to get one of our burgers? Absolutely, I can’t wait,” Brezinski told me.

“We all just have to hunker down and keep working toward what we think is going to happen.”

Among the former mall’s many challenges is that the property is split among three owners.

Seritage Growth Properties recently put its 17 acres up for sale, and apartment builder Toll Brothers has since filed planning documents with the state that indicate [it plans a project in that area](#), which would be the first development on the Valley View site.

Beck Ventures, meanwhile, sits and waits. Even if the site is scraped clean in about six months, is its project still viable with interest rates, labor and construction materials all skyrocketing?

I’m not prepared to bet even one Orange Julius on what will — or more likely won’t — happen next. When it comes to The Mall That Will Not Die, nothing has ever gone as planned.

Dallas Morning News

One of Dallas-Fort Worth's most congested highways will get a major overhaul

The Southeast Connector in Tarrant County is one of the state's largest-ever investments in transportation infrastructure.

By Sarah Bahari

Construction is about to begin on a massive expansion of two North Texas highways, including one of the most traffic-choked roadways in the state.

The \$1.6 billion Southeast Connector — which aims to ease congestion and improve transportation in Tarrant County — is one of the state's largest-ever investments in transportation infrastructure.

Roughly 11 miles of highway through Fort Worth, Arlington, Forest Hill and Kennedale will be widened.

A stretch of Interstate 20, from I-820 to U.S. 287, will expand from eight to 10 lanes. And Interstate 820, a loop around Fort Worth, will double in capacity, from four to eight lanes. That will extend from I-20 to Ramey Avenue in Fort Worth.

Construction is expected to begin in the spring and finish in 2027.

[A study by the Texas A&M Transportation Institute recently found this part of I-20 ranked No. 79 in Texas for traffic congestion](#), costing drivers more than \$31 million in losses in work time and wasted fuel in 2021.

Traffic is only expected to worsen.

More than 200,000 vehicles drive along these corridors each day, said David Salazar, an engineer for the Texas Department of Transportation. By 2045, that number is expected to reach 370,000 vehicles.

Built around 1960, the [infrastructure is "outdated and doesn't meet the current demand,"](#) he added. Tarrant County's population has nearly quadrupled since then, from 538,000 to more than 2.1 million residents.

As part of the project, the I-20, I-820 and U.S. 287 interchanges will be rebuilt, left exits and entrance ramps will be eliminated, and turnarounds will be added at all cross streets. These improvements will facilitate trade, increase safety and improve efficiency for North Texas, Salazar said.

Michael Morris, director of transportation for the North Central Texas Council of Governments, said he [envisions the project as a kickstarter to economic development, particularly around Lake Arlington.](#)

"My hope," he said, "is we come back here 20 years from now and this side of the region looks completely different than it does today."

Dallas Morning News

Airlines are finally admitting contrails are an environmental problem

American Airlines and Southwest Airlines are partnering with a group to eliminate clouds created by jetliners.

By Kyle Arnold

Contrails — those lines of wispy white clouds that follow some jets — may not be so harmless.

Airlines and scientists are coming to a consensus that the water vapor trails created by airplanes at high altitudes may play a big role in global warming. That's because those contrails, short for condensation trails, create clouds that trap heat in the atmosphere at the critical altitude where airliners fly.

In fact, [contrail clouds may be a more significant factor in global warming than carbon dioxide or other fuel emissions, according to a European Union study](#) measuring more than a decade of airline flights. It's part of an emerging field of study in climate science called "effective radiative forcing," which measures the total warming effect instead of the older standard of totaling CO2 emissions.

Now airlines, including [Fort Worth-based American](#) and [Dallas-based Southwest](#), are trying to figure out which of these contrails are most harmful to the environment and what, if anything, can be done about it while flying commercial jets full of passengers.

"Air travel has almost a double-sized impact on global warming than what we thought it was before," said Andrew Chen, an aviation specialist with clean energy nonprofit the Rocky Mountain Institute. "The most interesting dynamic is that the airlines are not shying away from contrails."

[Carriers including American and Southwest are teaming up with a group of other aviation companies and the Rocky Mountain Institute](#) to try to get a handle on the contrail problem. Other big airlines such as United, Alaska and Virgin Atlantic are joining the group along with plane manufacturers [Boeing](#) and [Airbus](#). [Google Research](#) also is part of the effort. It comes after [Atlanta-based Delta Airlines](#) announced a partnership in October with the [Massachusetts Institute of Technology](#) to get a handle on the worst contrails for global warming.

The plan with MIT and the Rocky Mountain Institute project is to study which flights create the worst contrails.

The airline industry has set ambitious environmental targets in recent years even [after admitting that much of the technology to hit those goals doesn't exist yet](#). [American Airlines](#) and [Southwest Airlines](#) set a 2050 date to cut their emissions footprint entirely. To date, most of the emissions reductions that airlines have been able to achieve have been through using more fuel-efficient engines while waiting for a sustainable aviation fuel industry using recycled oils to emerge and research on hydrogen and electric engines.

Contrails present a new challenge, one outside of the traditional carbon emissions focus.

"The science around contrails has become more clear in just the last few years," said [Jill Blickstein, vice president of sustainability at American Airlines](#). "For example, we've known for some time that some contrails formed in the morning can have a cooling effect and that contrails

formed at night were more likely to be warming. But we didn't have a good sense of the net impact of all contrails. That warming impact has become clearer recently."

About 65% of jets flying at cruising altitudes of 30,000 to 38,000 feet create contrails, but [most of those contrails dissipate within a few minutes and have little warming effect, according to Delta](#). About 10% of those are "persistent" contrail formations, hanging around for hours.

Contrails form the easiest at altitudes where planes fly the most efficiently because the air is thin.

But whether or not a plane makes contrails depends on a variety of factors, including temperature, altitude and humidity.

The worst contrails happen at night when the earth is naturally cooling without sunlight but manmade clouds at that critical altitude can block heat from escaping, Chen said.

"A small percentage of flights are happening at night, but those are creating the most contrails," Chen said. "And that's the worst time for it to happen."

Even contrails during the day are bad, though clouds may be acting to block some sunlight from reaching the surface, Chen said.

Pilots and airlines know how to avoid making contrails, but there are other factors that go into planning a flight, said [Helen Giles, Southwest Airlines' director of environmental sustainability](#). Airlines have to factor weather, potential turbulence and speed, she said. Then they don't want to make a flight plan based on avoiding contrails when it would burn significantly more fuel.

Predicting contrail conditions 6 to 8 miles high is as precise as predicting weather at ground level. That is to say, good, but not perfect. It's complicated by the fact that jetliners are traveling at about 600 mph.

"We think it's important to engage in the science in this area," Giles said. "We want to understand a little bit better how we can predict the formation of contrails."

The plan is to use [satellite imaging](#) and airplane sensors to figure out when planes are making contrails and how long they hang around. Then they can figure out which conditions create the most contrails and combine that with data on weather, turbulence, speed and other factors.

"From an operational perspective, we think we know what we can do to mitigate the impact, but we want to see the modeling before we build a plan around it," she said. "It's really difficult to weigh the impact of radiative forcing versus carbon dioxide from fuel burn."

Hopefully, minor changes in flying and route planning could keep planes from making contrails entirely, especially in conditions where the clouds do the greatest harm.

Southwest is forming a team to study the topic that includes pilots, dispatchers and network planners in addition to environmental experts, Giles said. Eventually, they hope to bring in the [Federal Aviation Administration](#) and other regulators that play a role in flying.

"The concept we're looking at is that we can avoid contrails by modest changes to the flight altitude," American's Blickstein said. "But there are many variables to consider, from the robustness of the model that is predicting the contrail will form and at what altitude, to the value

and simplicity of the information we can provide to the flight teams and current weather and air traffic conditions.

“And that’s just the start of a long list,” she said. “We are at the beginning of what I expect will be a long learning process.”

Dallas Morning News

One year later, \$13.9 billion in infrastructure money is headed to Texas

Highway projects in Dallas-Fort Worth get a lift, and some DART rail stations will add better pedestrian access.

By Mitchell Schnurman

One year after Congress passed a historical infrastructure bill, some big money is flowing into Texas.

As of November, [\\$13.9 billion in funding](#) had been announced for the Lone Star State, including for 310 specific projects, according to the White House. The total is second only to California's \$16.2 billion.

The biggest chunk in Texas, \$10.8 billion, will go to roads, bridges and other transportation projects. Several highway projects getting improvements are in Dallas-Fort Worth, including along Interstate 635 and near Loop 12.

"It is a wonderful infusion," said [Chandra Bhat](#), a professor in transportation engineering at the University of Texas at Austin. "These are useful investments for an infrastructure that has been in a dilapidated state for quite some time."

Texas has been allocated funds in many other areas: \$645 million for public transit, \$246 million for clean energy and energy efficiency, and \$147 million to build out a network of electric vehicle chargers.

Bhat touted the higher spending on new technologies, such as [\\$35 million allocated for a new zero-carbon power plant](#) at Dallas-Fort Worth Airport. The grant won't cover the entire cost of the plant, estimated at \$158 million, but more money could be coming soon.

"All these technology investments are moving us in the right direction," said Bhat, director of the school's [Center for Transportation Research](#).

It's not clear how much funding has been received already and how much is in the pipeline, awaiting various levels of review.

"It's split across so many different programs and agencies that it's hard to tell when the money is going to get there and the project will ultimately get done," said [Joseph Kane](#), a fellow at Brookings Metro, a Washington think tank that has created [an infrastructure hub](#) to track the awards.

The actual flow of the money depends on the agency, program and recipient, he said. Because so much funding follows the usual path for such improvements, highways and road projects are leading the way.

"A lot of these programs are just getting an extra zero or two added to the end of their budgets," Kane said.

The extra federal funding is pushing many projects forward in Texas, and that reflects well on the state's preparedness, said [Travis Attanasio](#), president of the [Texas section](#) of the American Society of Civil Engineers.

The state had over 1,200 projects that were either “shovel-ready” or “shovel-worthy” in the first year after the infrastructure law passed, he said.

“They went out pretty quickly, and I know a lot of other projects are being put out there right now,” said Attanasio, who’s also a senior civil engineer for Burleson.

The labor shortage remains a major challenge, and not just for construction crews and engineering firms. It’s especially hard to find building inspectors, he said, and government agencies that want to land competitive projects need a range of expertise, from grant writers to accountants.

Even if you have the people, you may wait for supplies. Burleson has to wait nine months to get a signal light as part of a road improvement, Attanasio said.

While most infrastructure money will come from [traditional formula funding](#), the law authorizes just over \$200 billion for competitive grants. The North Central Texas Council of Governments, working with Dallas and DART, already won one: [a \\$25 million grant](#) to improve bicycle and pedestrian routes around multiple transit stations in Dallas.

The project calls for building over 30 miles of sidewalk within a half-mile radius of several DART light rail stations, including 8th & Corinth, Morrell, Illinois and Kiest. The Cedar Crest Trail will be extended about 1.5 miles, and 12 bus shelters along DART’s Bus Route 217 will be upgraded with digital signs and safety features.

Total cost of the project is estimated at \$43.75 million with federal infrastructure funds covering about 57%, said [Kevin Kokes](#), program manager in sustainable development for the North Central Texas Council of Governments.

Dallas is contributing \$5.75 million and DART, about \$3 million, he said. But the federal dollars have not arrived yet.

“We’re still working on the agreement,” Kokes said. “Once the agreement is executed, they’ll authorize us to proceed.”

He expects work to begin in early 2023. The grant application emphasized that improvements would reach a southern Dallas community where 17% of the population does not have access to a personal vehicle: “We’re serving primarily disadvantaged populations that are transit dependent,” Kokes said. “That’s one reason we thought this was going to be a very strong application.”

He’s working on additional grant proposals for the next round of funding, which are due by the end of February.

Infrastructure upgrades in Dallas-Fort Worth

Some Dallas-Fort Worth highway projects approved for funds from the 2021 infrastructure law, through Sept. 30:

Project	Funding
New road, improve interchange for I-635, east of 75	\$225 million
Reconstruct interchange near Loop 12, SH 114 and SH 183	\$171.5 million
Reconstruct roads on I-820 near Rosedale, Forest Hill, etc.	\$77.8 million
New lanes on SH 121 near Collin County Outer Loop	\$20 million
Repairs, pavement markings on I-20 near I-35	\$15.7 million

[Nur Yazdani](#), a professor of civil engineering at the University of Texas at Arlington, is working on a proposal to use sensors to make bridges “smarter.” The sensors could detect changes in traffic, weight and durability, along with the impact of extreme weather. They will use artificial intelligence to help identify trends.

He said it would take a while to implement the many facets of the infrastructure law.

“We have to be patient and understand this is a huge bill,” Yazdani said. “And there are cities and planning organizations in Austin, Houston and beyond, and they’re all vying for the same pot of money.”

He’s been working with state highway officials and said the infrastructure bill has already had an impact on some major projects in Dallas-Fort Worth, including around Interstate 820: “Without that infrastructure infusion, those particular projects would be pushed back in time,” he said.

While federal infrastructure funding supports many routine or unsurprising upgrades, Bhat of UT-Austin is most intrigued by pioneering efforts.

Houston’s transit agency, METRO, got [a \\$21.6 million grant](#) to buy electric buses and charging stations to replace an aging diesel fleet. That will improve air quality in some disadvantaged areas, but Bhat considers that “low-hanging fruit.”

Austin’s transit agency, CapMetro, got [\\$20 million to build a demand-response operations](#) and maintenance facility, which will include a pickup service, along with community space for farmers markets and food pantries.

“I’m looking for more investments along those lines,” Bhat said. “We have to expand our public transportation network because we cannot build our way out of traffic congestion.”

Fort Worth Report

East Fort Worth housing developer faces EPA warning, potential violations over flooding

By Haley Samsel

In east Fort Worth's [John T. White neighborhood](#), flash floods have become a way of life for property owners like Dawn Dean and Mary Kelleher.

Like many of their neighbors, the pair blame residential developers for increasing the amount of stormwater that flows onto roads and nearby homes, even during mild rainstorms.

Rainwater [often carries sediment](#) – loose sand, clay, silt and other soil particles – with it, filling storm drains meant to carry water away from roads and homes, according to an Environmental Protection Agency infosheet.

"We've lost big trees on our lot," Dean said. "An arborist looked at them and said it's from the silt that's settled down within the root system of the trees. It cuts off oxygen and nutrients from the trees."

<https://youtu.be/UnnlI9xSu3A>

Since 2018, Dean and Kelleher have raised concerns to city officials about [Oak Ridge](#), a housing development less than two miles from Interstate 820 that sits on a hill directly above Dean's property. Complaints to city officials about the construction site often feel fruitless, Kelleher said, because stormwater staff cite the limitations of their ability to enforce regulations on construction sites.

"It's very frustrating. You call one department of the city of Fort Worth, and they transfer you to another one, and then to another one, and ultimately nobody really does anything but talk about the problem and identify that there is a problem," Kelleher, who serves on the board of the Tarrant Regional Water District, said. "No one makes any changes to correct or prevent that problem from happening again."

Now, [LGI Homes](#) – the Texas-based developer behind Oak Ridge – is facing a series of violations that Kelleher and Dean believe the homebuilder won't be able to ignore.

In early November, LGI Homes leaders received notice of four potential violations of the Clean Water Act, according to an EPA warning letter obtained by the Fort Worth Report.

The potential violations include failure to properly install and maintain best stormwater management practices; failure to prevent the off-site discharge of sediment; discharge of sediment into Fort Worth's storm sewer system; and failure to take recommended corrective action given by city inspectors.

The goal of the EPA's warning letter is to allow LGI Homes an opportunity to take corrective actions before the violations are escalated to enforcement, said Joe Robledo, a spokesman for the EPA Region 6 office, which includes Texas.

"EPA works with the city and states to follow-up on complaints as needed," Robledo wrote in a statement. "If the city does not feel compliance is being addressed, the city can refer the complaint to (the Texas Commission on Environmental Quality) or EPA."

The Nov. 1 EPA letter was based on a series of city inspections conducted between early June and late October. Heather Berryman, a senior environmental specialist for Fort Worth's code compliance department, leads the team responsible for construction inspections and carried out the investigations at the Oak Ridge development.

"They had not maintained some of their erosion sediment controls properly and then it discharged into other areas off the site," Berryman said.

Since the city and EPA notified LGI Homes of their potential violations, the developer has taken steps to plant more grass to prevent more erosion, Berryman said. LGI Homes is also planning to make updates to ponds that serve as sediment basins with the aim of keeping sediment out of the city's sewer system or in other parts of the John T. White neighborhood, she said. LGI Homes representatives did not respond to requests for comment.

Inspections have been regularly carried out at the site since construction began in 2018, Berryman said. There have been periodic violations at the site, and when those issues are addressed, the city does not escalate enforcement. But if the problems aren't addressed, Fort Worth may issue more warnings and eventually citations with financial penalties, Berryman said.

Depending on the number of violations and the nature of those violations, the fines could range from \$500 per day per violation, said Cody Whittenburg, the city's assistant code compliance director. The involvement of EPA or Texas Commission on Environmental Quality officials on stormwater cases like these is not necessarily unusual, he said.

"This isn't just for Fort Worth," Whittenburg said. "If they perceive that any local jurisdiction might need some additional support, it is not unheard of for them to send a letter like they did in this case to encourage that developer or that builder or those individuals to make some positive change and to support the local government in that mission for compliance."

Dean, who filed complaints with the EPA and the state environmental commission in late August and early September, believes the case would have been ignored without federal involvement. Kelleher, who has been involved in flooding advocacy on the east side for more than a decade, agrees.

"I have learned over the years since 2010, if I really wanted to get a response from the city of Fort Worth, I had to go federal," Kelleher said.

She recalled an incident in 2020, where she contacted city staff at all different levels – from the mayor to code compliance staff – with pictures documenting what Kelleher saw as a lack of stormwater infrastructure at the site.

"The city staff came back and just clearly said: 'There's no violations,'" Kelleher said. "They blamed it on interim conditions of the construction site and minimal standards. Once the project is all built out, then we shouldn't have any more problems."

To ensure that complaints reach the right staff member, Whittenburg said, residents should use the myFortWorth app or the city's call center, which can divert the concern to the correct department. The code compliance department will reach 10 investigators on Berryman's team thanks to an expansion authorized in the 2023 city budget, Whittenburg said. That will ensure the city can respond to complaints within a day.

“We understand that the city of Fort Worth is a large organization, and that it’s not always clear from a resident point of view where someone needs to go to get some assistance with the issue,” Whittenburg said. “I think it’s important for residents to understand this. We work very hard to collaborate with other departments and to get things sorted appropriately.”

Until this January, when Berryman began working for the city, Dean’s complaints were solely heard by transportation and public works staff, she said. Now, Dean feels as if her concerns are taken more seriously, particularly after a [June 3 storm](#) hit John T. White hard, requiring high water rescue teams in parts of east Fort Worth.

“(Berryman) actually puts on boots and goes out there when it’s raining and tracks around in the mud,” Dean said. “She’s been the only one to do that. She’s listened, and she’s trying to come up with a solution.”

Still, Dean is not confident that the efforts at Oak Ridge to address erosion will actually result in less flooding on her property. In the past couple weeks, she saw that LGI crews built tall berms – shelves or raised barriers to separate water and sediment – in an effort to prevent water from running down to Randol Mill Road.

But those berms have only diverted water into a different part of Dean’s property, she said. Kelleher described a recent scene where LGI workers were dispatched during a storm to scoop sediment off Randol Mill Road and toss it behind a fence meant to keep it off the street. “They stayed there and did it until it started lightning, and then once it started lightning, the guys took off,” Kelleher said.

Grass also hasn’t had the chance to grow yet, so erosion down the steep slope above her home continues, Dean added.

“The water just washed right through – it didn’t catch anything,” she said. “They basically have not done anything. I don’t know that they’ve taken any of it seriously.”

Dean and Kelleher plan to continue pushing Fort Worth to take more action on flooding policies. Stormwater department staff recently [debuted floodplain policy updates](#), and a new stakeholder group is expected to focus on the impact of development on flooding in early 2023.

Those actions aren’t enough to tackle the flooding problem in east Fort Worth, Kelleher said. She wants more strict regulations for builders whose developments will increase the amount of water runoff and flooding risks for residents already living in the city.

“I’ve been involved in flooding over on the east side since 2010, and neither Dawn nor I are into politics,” Kelleher said. “We just had blind faith that our elected officials and our government, our city staff, were there to protect us. And we learned very quickly that’s not the case.”

NBC DFW

Grand Prairie Police Chief Tells Lawmakers– New Paper Tags Won't Stop Crooks

By Scott Friedman

The Texas Department of Motor Vehicles rolled out newly designed temporary paper license plates on Friday, designed to be harder to counterfeit.

But at a Senate Criminal Justice Committee hearing in Austin, hours after the new tags made their debut, police told lawmakers they don't think the [new design will stop crooks](#) who keep printing them and slapping them on cars across the state.

[Grand Prairie police](#) chief, Daniel Scesney traveled to the state capitol to tell senators Texas should simply get rid of [paper tags](#).

"Anybody with a computer and a printer can make a tag," Scesney told lawmakers.

Scesney's testimony comes less than a month after one of his officers, [Brandon Tsai, died in a crash while pursuing a car with a fraudulent tag](#). Police said the tag on that car had been spotted on more than 200 other cars in the DFW area.

At the Capitol, Scesney sat down with NBC 5 Senior Investigative Reporter Scott Friedman to talk about his push for change.

"We are going to scream from the rooftops. I can tell you we are going to get to the tallest mountain and make sure that officers Tsai's name and the circumstances surrounding his death are heard," said Scesney.

At Friday's hearing the [Texas DMV](#) touted a new paper tag design – just released Friday -- saying it will help reduce counterfeiting.

"The launch of the new design will make it more difficult to counterfeit a temporary tag and in those cases where criminals attempt to do so it will be immediately identifiable to law enforcement who can take more immediate enforcement action," said Roland Luna, Deputy Executive Director for the Texas DMV.

Cheif Scesney believes the state should switch from paper to metal temporary tags.

"I am not here to shoot arrows at anyone I appreciate the work that the state is doing to fix the problem but there is still more work to be done here," Scesney told **NBC 5 Investigates** in an interview at the state capitol.

Scesney and other law enforcement officials told NBC 5 even the new tag design uses a PDF format. That provides a template that they say crooks can use to scan, alter and print the new tag design too.

Others in law enforcement echoed Scesney's call for paper tags to go.

"You take all of those out you go back to plates and I will assure you we are going to stop this," said Sgt. Jose Escribano, Travis County Constable's Office Precinct 3.

Over the last year, **NBC 5 Investigates** exposed how some small car dealers were using the DMV's own system to print and illegally sell hundreds of thousands of real tags – on the black market

Since our reports – new TxDMV leadership has made major changes to shut down crooked dealers.

"Even after the bumpy road we have taken to get here the department has taken decisive action and impactful action," said TxDMV Executive Director Daniel Avitia, at Friday's hearing.

But police say bad guys have shifted to simply copying tags using those pdf templates.

In Grand Prairie, where officers are still reeling from officer Tsai's death, the chief says his department encounters fake tags every day and investigators are already involved in a new investigation of a delivery company suspected of using them.

"His employees can't pass state inspection with their vehicles so he is just printing off license plates in his office and handing them out to his employees. Right now. That case just came in yesterday," Scesney told **NBC 5 Investigates**.

The TxDMV told **NBC 5 Investigates** it cannot switch to metal temporary tags without a change in state law, but an agency spokesman said the department is willing to discuss any new proposals with lawmakers.

Rep. Craig Goldman from Fort Worth has already introduced a bill in the House that would make the switch to metal plates. And at Friday's hearing, senators said they will have more hearings to discuss solutions when the legislature is back in session in January.

<https://www.nbcdfw.com/investigations/grand-prairie-police-chief-tells-lawmakers-new-paper-tags-wont-stop-crooks/3145464/>

Dallas Morning News

South Dallas GoLink renewed for another year as ridership increases

This GoLink zone was created in 2021 for the purpose of transportation equity.

By Sriya Reddy

The South Dallas GoLink pilot program, which was set to expire next month, has been renewed through January 2024, and the DART board might consider making it a permanent fixture next year, if ridership continues to increase.

Gordon Shattles, representative with DART, said the decision to continue GoLink was made in November. He also explained that if the pilot program reaches 400 riders per week, then DART would consider a permanent GoLink zone in South Dallas.

Ridership has almost hit that goal and is steadily rising. DART said in the past 6 months, the curbside on-demand transportation service has risen by about 150 more riders per week reaching a peak of 386 in mid-November.

“One of the criteria when we started the pilot program was that it had to reach a certain ridership,” Shattles said. “I’m very happy to report that our ridership has increased. In fact it increased so much that we had to add another vehicle. So there are now two branded vehicles servicing the South Dallas GoLink Program.”

Currently, South Dallas is one of 30 GoLink zones and the only area that has both fixed routes and GoLink services. In addition, GoLink is expanding its service times and days, beginning in January, thanks to the demand and more resources.

The South Dallas zone, currently 5 a.m. to 8 p.m., five days a week will switch to 5 a.m. to midnight and seven days a week at the end of January, said DART officials.

“Clearly what’s happening is that the usage has increased now,” Diane Ragsdale with the South Dallas/Fair Park Transportation Initiative said. “And so, we’re very proud, we’re very glad about that because our goal is to promote transportation equity.”

[The program, which began in April 2021 by the recommendation of the South Dallas/Fair Park Transportation Initiative](#), a group of about a dozen South Dallas-based nonprofits advocating for better transportation in their community, has filled a need.

At its inception, South Dallas GoLink, which costs about \$162,000 annually from DART’s general fund, would have fewer than 20 riders per week. When its hours increased from 8 a.m. to 5 p.m. to 5 a.m. to 8 p.m. in January 2022, there was a surge in ridership per week.

Ragsdale said the ridership has increased this year because of the focus on marketing. Previously, Ragsdale said that DART had not put in the effort to bring awareness to the program, and the transportation initiative did most of the work.

“That has changed somewhat, but it’s very important to know that we continue to market the program as well because we represent a community-based organization that not only markets that program, but also works with the residents to identify the existing problems,” she said.

Shattles said GoLink has been deliberate in its marketing and information collaboration for South Dallas.

“We continue to extend the marketing for all our programs, but especially the South Dallas GoLink pilot program, between going to community events, going to community centers working directly with individuals in the neighborhood, print materials and digital materials,” Shattles said. “And we are very happy to partner with South Dallas organizations because they are a great resource to get the word out.”

DART is also in the process of mapping out its five-year plan, called Mobility Plus, which will further adjust and expand the bus route network based on [feedback from the New Bus Network](#).

Alongside advocating for a permanent GoLink zone in South Dallas, the South Dallas/Fair Park Transportation Initiative is now working on adding more vendors for DART riders to reload their GoPass Tap Cards.

“It becomes about the digital divide,” Ragsdale said. “People need to be able to walk to one of the local locations because you can load by way of the phone or internet.”

Shattles said that DART is working on finding more vendors for this, but currently riders can call the customer service number, go to Akard Station [or to participating retailers](#). About a dozen vendors are in the South Dallas GoLink Zone.

“We are actually looking for a new vendor to be able to provide that,” Shattles said. “There are several locations where you can reload your card... We are working on expanding the number of locations where people can go to reload their card.”

Shattles said there will be updates on this beginning next year.

Dallas-Fort Worth Bicycle-Pedestrian Projects Awarded \$55 Million

The Regional Transportation Council (RTC) approved \$55 million in federal funding for construction of 13 active transportation projects in Collin, Dallas, Denton and Tarrant counties on Thursday. A combined \$8 million in local match provided by the entities brings the total investment in the region's bicycle and pedestrian infrastructure to \$63 million as part of the 2022 Transportation Alternatives Set-Aside Program Call for Projects.

These funded improvements will connect people who choose active modes of transportation, such as walking and bicycling, to schools and major hubs of employment in the Dallas-Fort Worth area. In addition to connecting people to destinations, projects awarded funding by the RTC will improve safety and comfort, reduce traffic congestion, and improve air quality. The projects were chosen from among 33 project applications competitively evaluated based on the criteria implementing the goals of the long-range Metropolitan Transportation Plan, including regional connectivity, access to major destinations, equity, safety benefits and project readiness.

Among the 13 projects funded are critical trail bridges for the planned Cotton Belt Trail in Plano (\$14 million) and Addison (\$12 million) being implemented alongside Dallas Area Rapid Transit's Silver Line commuter rail line, which will run from Dallas Fort Worth International Airport to Plano. Funding for the Rowlett Creek Trail in Allen (\$3 million) and the Iron Horse Trail in Frisco (\$4 million) will fill in critical gaps in the regional trail network in Collin County and connect neighboring cities.

Transportation safety is a major focus for the North Central Texas Council of Governments to significantly reduce traffic-related serious injuries and fatalities throughout the region. Approximately \$3 million in funding was awarded to Safe Routes to School sidewalk projects located in Fort Worth (A.V. Cato and A.M. Pate Elementary schools), and North Richland Hills (Smithfield Middle School). These projects will facilitate safe travel for children accessing schools in disadvantaged communities.

In addition, more than \$3.3 million in federal funds will fill sidewalk gaps surrounding the downtown Garland DART station and will improve safe pedestrian access to the rail station. Funding was also awarded to Fort Worth (\$2 million) to implement safety improvements along Oakland Boulevard / Miller Avenue. This corridor was identified by the City of Fort Worth in a safety plan as having a high number of crashes for bicyclists and pedestrians.

Dallas-Fort Worth high-speed rail project begins environmental study

By Sandra Sadek

The North Central Texas Council of Governments is starting an environmental study of high-speed rail between [Dallas and Fort Worth](#). The environmental study is part of [a larger project analysis](#), first started in 2020, that aims to connect the Dallas-Fort Worth area to two other proposed high-speed rail projects in Texas — the [Dallas to Houston high-speed rail project](#) and the [Fort Worth to Laredo high-speed transportation project](#). The environmental piece of the study is expected to take two years.

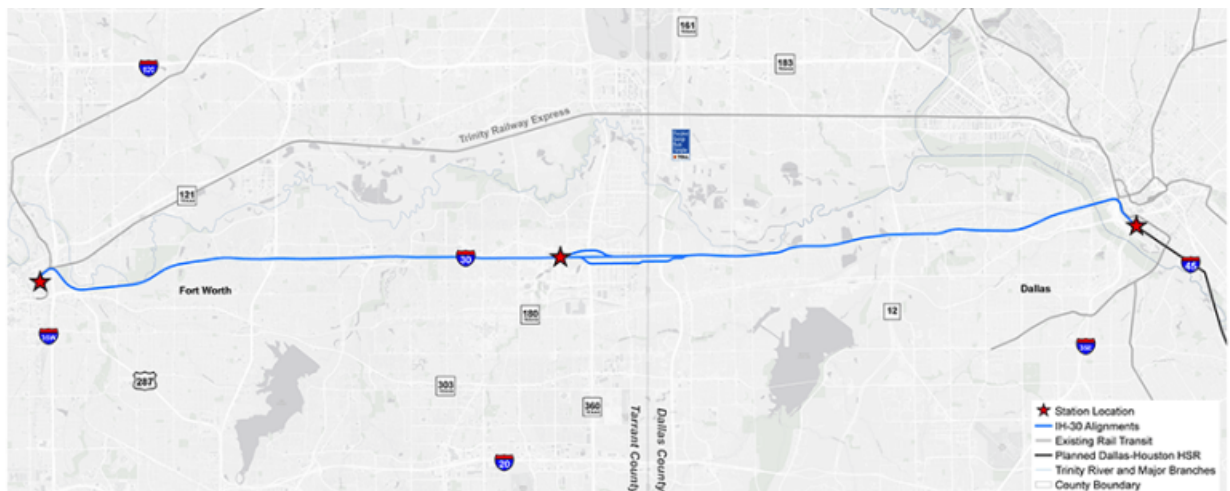
Since its start, the Council of Governments has hosted over 180 meetings so far between the public, federal, state and local agencies, elected officials and community organizations.

Brendon Wheeler, program manager for the council of governments, said the agency has had a robust public engagement process that will continue with the environmental study.

“We’ve coordinated with cities, local jurisdictions, our transportation agency partners, federal partners, elected officials, to other folks down the line,” he said.

The agency has begun conversations with the Federal Transportation Administration and Federal Railroad Administration about this environmental study, Wheeler said. “We’ve all agreed that it’s about time. “We’re ready to move forward,” Wheeler said. In February, the Council of Government decided to focus on [developing a high-speed rail connection rather than a hyperloop](#) since this technology is still being developed and could impact the project’s timeline.

The first part of the study identified which type of rail technology to use for this project. For this study, the Council of Governments has focused on high-speed rail, also known as a bullet train. A final, full report of the rail technology findings is expected in the next couple of months, Wheeler said.



City of Fort Worth

Fort Worth gains seat on transportation body

Fort Worth will gain a seat on the Regional Transportation Council, pushing membership on the transportation policymaking body to 45.

Why it matters: Fort Worth will now have four seats on the RTC, second in representation to Dallas' six seats. The additional seat is a result of population and employment in the region's second-largest city.

Fort Worth's current representatives:

- Mayor Pro Tem Gyna Bivens
- District 9 Councilmember Elizabeth Beck
- District 3 Councilmember Michael Crain

What else changed? Other significant changes to the bylaws include the addition of 13 new cities with a population over 5,000, mandatory rotation of seats shared by counties and confirming the ability of members of the nominating subcommittee to be officers.

In addition to approving the bylaws, the RTC provided direction to NCTCOG staff to work with the cities of Dallas and Fort Worth on a weighted voting mechanism to determine if membership could be reduced to 40.

What the RTC does: Made up of local elected and appointed officials, and representatives from the region's transportation providers, the RTC oversees the metropolitan transportation planning process for the 12-county Dallas-Fort Worth area.

Learn more: [NCTCOG](#)

Three-year Dallas North Tollway widening project closes ramps in Frisco for 12-18 months

By Shelbie Hamilton

A **three-year project to widen the Dallas North Tollway** continues in Frisco with lane realignments and ramp closures that will affect drivers in the upcoming months. Traffic over the Fields Parkway bridge is routed through readjusted lanes over the southbound side of the bridge with two lanes of traffic in each direction.

The northbound side of the bridge was demolished Oct. 19 to prepare to reconstruct a wider bridge. This section of the project is estimated to take 18 months, and traffic will be realigned again when crews shift work on the southbound side of the bridge next year.

Two ramps are closed: the northbound exit ramp near Panther Creek Parkway and the southbound entrance ramp on the south side of Fields Parkway. The ramps will be closed for 12-18 months, said Michael Rey, North Texas Tollway Authority spokesperson. Construction crews are also preparing to widen the bridge over Panther Creek Parkway in coming months.

The speed limit between Eldorado Parkway and PGA Parkway is decreased from 70 mph to 60 mph during construction. The NTTA is advising drivers to stay alert to the changing road conditions.

"I cannot stress this enough—drivers must stay off their phones and be alert to changing conditions, reduced speed limits, and construction vehicles entering and exiting the work zone during construction," Rey said in an email.

The \$160 million project will add a fourth lane to both northbound and southbound traffic along the Frisco portion of the tollway, beginning at US 380 and ending at the Sam Rayburn Tollway. Construction began in August with excavation in the median. Drivers will see continued widening work in the median through the entire project.

The project intended to serve local and regional growth is expected to be completed in late 2025.

Dallas Morning News

Dallas approves 20-year, \$390 million plan to redevelop Hensley Field

The master plan calls for turning the city-owned, 738-acre site of a closed naval air station into a new mixed-use neighborhood

By Everton Baily, Jr.

A [20-year plan to redevelop Hensley Field](#), a 738-acre site of a closed naval air station on Mountain Creek Lake in southwest Dallas, into a new mixed-use neighborhood received the green light from the City Council on Wednesday.

It's estimated to cost around \$390 million to turn the city-owned property into a new walkable community with more than 6,800 new homes, over 12,000 jobs, new parks and waterfront trails, a marina, a possible film studio and other amenities. [The master plan](#), developed by the city's planning and urban design office and Austin-based design firm McCann Adams Studio, calls for the work to be done in three phases and suggests tax-increment financing as a way to pay for public infrastructure and other improvement costs.

That's estimated to raise between \$198 million to \$243 million in property tax revenue over 20 years. A combination of bond money, federal infrastructure grants, American Rescue Plan Act money and other financing methods are suggested as ways to make up the rest of the cost.

Future Hensley Field Redevelopment

The council's master plan approval Wednesday allows the city to move forward with finding a developer for the overall project and planning for zoning amendments, design standards and other guidelines. But the site is also [still contaminated with toxic chemicals and other contaminants from decades of military use](#).

"Now we have an opportunity to make something beautiful of this location," said council member Casey Thomas, whose district includes Hensley Field. "It's almost like a blank canvas."

The Navy in a 2002 court settlement with Dallas agreed to clean up the site and, according to city officials, has spent \$92 million thus far doing so. But the work is ongoing, and the area hasn't gotten approval from state and federal environmental regulators that Hensley Field meets residential standards.

It's not clear when the cleanup will be finished.

<https://www.thinglink.com/scene/1460045621846081539>

Parts of Hensley Field today are used for a random assortment of city storage, including [old police squad cars](#) and [Confederate-era monuments](#). The city also leases out parts of the property, including almost 100 acres to Jack Cooper Transport, a logistics contractor that stores vehicles from the General Motors plant in Arlington.

Aircraft maintenance hangars built in the 1940s and 1970s, military officers' houses from the 1930s and a 1-acre cemetery that has been around since the mid-1800s are historic sites there that could be preserved or repurposed, according to the master plan.

Council members lauded the master plan and the planning of the redevelopment before approving it, citing the community input and potential for the project to increase the city's tax base and spark development in an area of Dallas largely left untouched.

Council member Jaynie Schultz, who represents North Dallas, called the vote "a huge moment" and described the project as "a treasure in our city".

"This is one of the greatest projects that's going to happen in the future of this city," she said.

Council member Adam Bazaldua noted the potential business a film studio could bring to the city and said the lack of one has driven projects out of Dallas. He highlighted television show *Queen of the South*, which [premiered in 2016](#) and [filmed largely in Dallas](#) but as of 2019 [moved production to New Orleans](#).

"We have the ability to be a contender in a market that both coasts have been monopolizing," Bazaldua said. "With our weather, with our lack of an income tax in our state, we have a lot that is very desirable here for film to be. But we don't have a lot to market."

The city bought the Hensley Field site in the late 1920s and leased it to the U.S. Army to train reserve pilots. A naval reserve air station was built in 1941, administration of the field was transferred to the Navy in 1949 and the air station remained operational until 1998.

Mix 97.9

Electric Vehicles On The Rise in Midland/Odessa? Yes, Even in the Middle of the Oilfield

By Kevin Chase

Even in the middle of the oilfield electric vehicles are on the rise, and not only here but all over Texas EVs are the vehicle to get.

According to the [Midland Reporter-Telegram](#), how many EVs are registered in Texas overall? It is not a huge number but for the beginning of the EV revolution, it is more than most Texans might think.

Overall in Texas, there are about 123,000 EVs registered in the state, Travis County tops the list with over 18,000, Harris County is next with over 17,000, Dallas County reports over 13,000, Collin County is next at just over 11,000, and Tarrant County rounds out the top 5 with just under 9,000.

Midland County has 205 registered EVs while Ector County reports 145. The most popular EV statewide is the Tesla Model 3, followed by the Tesla Model Y, Tesla Model S, and Tesla Model X, rounding out the top 5 with the Chevrolet Volt at #5.

The Dallas/Fort Worth Clean Cities Coalition and the North Central Texas City Council of Governments [developed a tool](#) using the State of Texas Department of Motor Vehicles data to get the list of registered EVs in Texas as of April 19, 2022.

With increasing gas prices because of the war in Ukraine, the number of EVs is increasing not only in Texas but across the country.

I will look into getting an electric vehicle when I am in the market for a new car probably in another couple of years once the number of charging stations increases across the state and country.

With the Infrastructure Law now signed by President Biden and Texas getting the most money out of it, getting an EV in a couple of years should be an easier and more economical vehicle to get.

Read More: [EVs On The Rise in Midland/Odessa and Texas](https://mix979fm.com/electric-vehicles-on-the-rise-in-midlandodessa-yes-even-in-the-middle-of-the-oilfield/?utm_source=tsmclip&utm_medium=referral) | https://mix979fm.com/electric-vehicles-on-the-rise-in-midlandodessa-yes-even-in-the-middle-of-the-oilfield/?utm_source=tsmclip&utm_medium=referral

Dallas Morning News

We all win when DART is a more reliable service

The transportation agency has improved on timeliness, but safety is still a concern.

By Dallas Morning News Editorial

It was indeed a difficult year for Dallas Area Rapid Transit. The transportation agency faced security issues, complaints about cleanliness in trains and a lack of reliability despite an overhaul in their bus routes.

This is why we welcome DART's decision to allocate \$110 million from their surplus sales tax revenue fund to improve those three things, including a fully staffed DART Police Department. These problematic matters will become only more urgent as ridership returns to pre-pandemic numbers. In the last year, bus ridership grew by 17% and train usage by 22%.

In a recent editorial, [we questioned a vote to distribute \\$234 million](#) to 13 member cities, reportedly as a sign of goodwill for cities that felt underserved. But safety and reliability should always be the priority, and it's important that DART has not only the funding but also a plan that so far seems to be working.

Like other employers in North Texas, DART struggled all year with a shortage of operators, which forced the agency to suspend some routes in June.

In response, DART raised wages, offered hiring bonuses and held several job fairs in the summer. This past week, nine routes were restored, and the agency expects to have the remaining 22 routes back in action by Jan. 23, said DART chief executive Nadine Lee.

Timeliness has improved: "In June we were missing 15% of our trips; now we are only missing 1%," Lee said.

Expect to see cleaner trains as well. In November, DART launched the Clean Team Initiative with contract workers who will remove trash, sweep and mop on weekday shifts from 7 p.m. to 3 a.m.

Safety, however, is still a top concern. In May, *The Dallas Morning News* reported several incidents in train stations that included [harassment, drug use and violence](#). Looking at DART's data, the number of incidents and arrests through September — 1,732 — were on track to surpass last year's. A fully staffed 252-member police force will go a long way to helping DART curb crime. It should also help that [violent crime has dropped 11.5%](#) in Dallas. But DART police need to be vigilant and proactive in confronting problems.

Another question for DART has been how to serve communities with low ridership but with a high need for public transportation. DART made a great decision to expand the [South Dallas GoLink program](#) for another year with the goal to make it permanent.

This on-demand micro-transit service is one way DART is addressing transportation equity in southern Dallas. This is a good example in which the agency listened to community feedback before making decisions.

DART is a critical service for our region. Getting a handle on its biggest problems would be the right way to begin the new year.

Fort Worth Star-Telegram

A walkable neighborhood transforms the site of an old mall in this Fort Worth suburb

By Rick Mauch

The site of the old North Hills Mall, an eyesore for years after it closed in 2004, is experiencing a rebirth as City Point, with homes, restaurants and shops on the way.

The project has been recognized by the International Economic Development Council as an example of a successful major mall redevelopment. When complete it will be home to 2,500 people who desire a central location and low-maintenance lifestyle close to services.

The mall was razed in 2007, and the vacant land and old parking lots stood out along Boulevard 26 near Northeast Loop 820 until City Hall opened in 2016. City leaders envisioned the 180,000-square-foot municipal building would be a catalyst for development.

Craig Hulse, the city's director of economic development, said it is believed City Point is Tarrant County's first major mall redevelopment into a mixed-use urban village.

Essentially, there are three phases within the 50-acre project:

- Single-family housing consisting of 365 lots, 177 detached homes and 188 town homes.
- Apartments with 352 units inside a four-story building.
- 60,000 square-feet of commercial space along the main street, called City Point Drive.

"While the City Point project started a few years ago, most of the work had been at the surface or underground, so it's exciting to see the vertical development taking shape," Mayor Oscar Trevino said. "It's an excellent example of redevelopment and revitalization."

Hulse said over 33% of the single family lots have been permitted or are in plan review from Mattamy Homes, Ashton Woods and CB Jeni. Mattamy Homes and Ashton Woods offer detached two- and three-story homes, between 1,600 and 2,600 square feet with prices from the high \$300s to the low \$500s. CB Jeni offers two-story attached homes between 1,600 and 2,000 square feet from the mid \$300s to the low \$400s.

Hulse said model homes from all three builders are nearing completion with sales staff available on site. "Homes are currently under contract, so it's a matter of weeks before people begin to move in," Hulse said.

The NRP Group is developing the apartments, called The Delegate at City Point. The four-story project surrounds the City Point commercial district with primarily one- and two-bedroom units. Construction started in early 2022 with completion expected to be in early 2024. The cost to rent will be at the market rate, which is about \$1.80 per square foot, Hulse said.

The commercial area consists of two 30,000-square-foot phases along City Point Drive. Hulse said master developer Centurion American and city staff are in the final stages of review, with the first phase set to start construction early 2023.

“The commercial space is being carefully designed to integrate today’s retail, food and service trends that meet both operational needs and enjoyable experiences,” Hulse said. “There is considerable interest from several restaurants, traditional retailers and service-based businesses. All are in negotiation stage that will finalize as commercial draws closer to completion.”

Hulse said residents can expect wide sidewalks and trail connection. City Hall houses a majority of city services and is host to many community events.

The development is next to Medical City North Hills. Jack Binion Elementary across the street, feeding up to Birdville High School. St. John the Apostle School, a Blue-Ribbon Catholic school, is next door.

Dallas Morning News

Toyota partners with Oncor on researching tech to send power from vehicles to grid

The automaker wants its EV owners to be able to use their cars to power their homes and communities or to send power back to the electric grid when it's overwhelmed.

By Natalie Walters

Toyota is joining forces with Texas' largest regulated utility to research a new technology that allows energy to flow from an electric car's battery back to the electric grid.

Plano-based Toyota North America and Dallas-based Oncor, which operates the largest electricity distribution and transmission business in the state, think the project – dubbed vehicle-to-grid, or V2G – will hasten the adoption of electric vehicles, according to the companies.

The Japanese automaker wants its electric vehicle customers to be able to use their cars to power their homes and their communities or to send power back to the electric grid when it's overwhelmed, said Christopher Yang, group vice president of Toyota Electric Vehicle Charging Solutions team.

"Our collaboration with Oncor is an important step for us to understand the needs of utilities, as we plan to work closely with them to ensure every community can embrace Toyota's shift to electrified vehicles," Yang said.

Research on the relationship between electric vehicles and utilities will start at Oncor's System Operating Services Facility in southern Dallas County. In Texas, Oncor delivers power to more than 3.8 million homes and businesses and operates more than 140,000 miles of transmission and distribution lines.

The research collaboration comes after Toyota released its first mass-market electric vehicle, the bZ4X, this year. Its first Lexus battery electric vehicle, the RZ 450e, will go to market early next year.

Also this week, Siemens eMobility announced an 80,000-square-foot electric vehicle charger manufacturing plant in Carrollton as the company works to build more than one million chargers in the U.S. over the next three years. The chargers built in Carrollton will be targeted for workspaces, hospitals, airports, campuses, parking garages and parking lots. It's expected to create 100 jobs at the facility and across the regional supply chain.

In November, South Korean company SK Signet announced plans to redevelop a Plano building [into an EV charger manufacturing facility](#) to create up to 183 jobs by 2026. Like Siemens, SK Signet plans for its plant to be fully operational by mid-2023. It plans to invest \$24.2 million in the facility.

Texas, which has about [157,000 electric vehicles](#), including [more than 7,000 in Dallas](#), is [getting \\$408 million](#) over the next five years from the federal Infrastructure Investment and Jobs Act, which allocated \$7.5 billion to build a nationwide network of 500,000 EV chargers. That's the most of any state. Texas plans to use \$147 million through 2023 to build 55 charging stations on Texas highways.

Dallas Morning News

‘It destroyed our family’: Why Dallas DA is trying a new strategy in deadly driving crimes

Dallas leads the state’s large-population counties in fatality crash rates and intoxication-related deaths.

By Sharon Grigsby

Moments before intoxicated Tiffany Williams crashed into the Delgado family — killing their beloved father and a young mother in her own car — the 29-year-old was traveling 99 mph on a four-lane Dallas Street.

That kind of speed — covering the length of a football field in under three seconds — is almost impossible for other drivers to even see, much less react to.

Williams told the judge at her Oct. 18 sentencing hearing that she was just out having fun with her friends. She says she meant no harm.

“But it destroyed us, it destroyed our family,” the Delgado’s daughter, Ana Balbuena, told me. “My dad was the glue to our family.”

No violent crime in Dallas County takes more random victims than reckless driving, usually its deadly combo of intoxication and speeding.

Since 2016, Dallas has led all large-population counties in Texas in fatality crash rates and posted the highest number per capita of deaths when one driver was intoxicated.

The growing numbers prompted the Dallas County District Attorney’s Office to form a vehicular crimes unit this year to make sure these cases get the same attention as other violent offenses.

Kevin Delgado was driving his family home just after 11 p.m. Jan. 9 from a visit with relatives. Less than five minutes from their house, the 17-year-old turned left onto Jim Miller Road from Great Trinity Forest Way when Williams’ streaking car seemed to come out of nowhere from the opposite direction.

Data retrieved from her vehicle showed that seven seconds before the crash, Williams’ speed was 99 mph in the 50-mph zone; at the time of impact, it was 85.

The crash killed Kevin’s 51-year-old father, Alfonso, and critically injured his mother, Beatriz, and one of his brothers, Brandon.

Also killed was 21-year-old Unique Brown, a passenger in Williams’ car who left behind a baby girl.

Ana and husband Tony had departed the Delgado family event hours earlier to get their two young children to bed. Ana awoke before midnight to find 13 missed calls from her oldest brother.

“We need you to come,” said Alfonso, also injured but not as seriously as Brandon. “There’s been an accident. It’s bad.”

Ana said she’ll never forget frantically rushing from one hospital room to another as she willed her father, mother and brother to make it through that night.

She has faith that her late father is in a better place, but she struggles with the awful and unnecessary way he died. “He was unrecognizable,” she said. “That’s an image I can’t get out of my mind.”

All the Delgados have suffered mightily.

Alfonso was the family’s sole provider, so Kevin must juggle his senior year of high school with running his dad’s landscaping business while also caring for his mother.

Beatriz, 48 at the time of the wreck, has regained the ability to walk, but she deals with near-constant pain as a metal plate holds her pelvis together.

“My heart is very broken,” Beatriz told me. She can’t discuss the tragedy without long breaks to regain her composure, but she insisted on talking to me in order for people to understand the consequences of Williams’ actions.

“It is very difficult to live my life without my husband,” Beatriz said. “I worry so much about my children and their futures without my husband.”

Each time Brandon hoisted his backpack during the fall semester at the University of Texas at Austin, his injuries flared up.

Here in Dallas, Ana and Tony struggle with how to explain to their now 4-year-old son where his grandfather and best friend is.

“We talk about God and heaven,” Ana said. “But he was at the burial and when we talk about Grandpa, it’s like, ‘When is he coming out of the grave?’”

“All because someone went out and was having fun that involved driving 100 mph and being intoxicated,” Ana said.

Williams, whose blood tests revealed a combination of alcohol and marijuana, [pleaded guilty](#) to two charges of intoxication manslaughter and three of intoxication assault. She must serve 10 of her 20-year concurrent prison sentences before she has any chance for parole.

Assistant DA Lauren Black, whose many oversight responsibilities include the vehicular crimes unit, came to Dallas County from Rockwall. With a background in intoxication cases and aware of their growth locally, she was surprised Dallas had no dedicated unit.

“We have a lot of murder and other violent crime, like all large counties, but intox manslaughters and DWI felonies are just as serious and affect a large amount of people,” she said.

Assistant DA Andrew James, chief of the new unit, has a pile of 100 cases similar to the Delgados’ tragedy on his desk. He previously was on a similar team in Montgomery County, just north of Houston, and noted that Harris County established its unit more than a decade ago.

Ron Cathcart, the unit’s investigator and a 28-year veteran of the Dallas Police Department, said the Williams case highlights the deadly force that speeding creates.

“It’s just a speck of headlights,” Cathcart said. “There’s no way to tell that driver is going to close that distance in such a short amount of time.”

DA John Creuzot told me that as incidents of vehicular homicide and intoxication manslaughter rise in the county, his office must redouble its efforts to put together the best possible cases to secure appropriate indictments and then do ironclad trial preparation.

Also critical is having a dedicated investigator who can help the unit and assist police agencies when called on — especially smaller operations with little expertise in these crimes.

Precise analysis must take place because, even when a wreck is deadly, a crime may not have occurred.

For example, a small local agency called Cathcart recently after a fatal crash. With his on-site help and advice on next steps, they were able to determine within a week this wasn't a criminal case.

Vehicular crime evidence that's often most important comes from crash data recorders, entertainment systems and cell phones, yet some agencies don't have the expensive equipment to mine the data — or don't even know what they might find.

Breathalyzers were once the prevailing intoxication detector, but as more people use a mixture of substances, some of them even legally prescribed, blood tests and specialized knowledge are necessary.

Paralegal Maria Cantrell, who keeps everyone organized and on point, said this work is gratifying because now “families can count on getting some small measure of peace knowing they aren't lost in the system and have someone specifically looking out for them.”

Establishing the unit is part of Creuzot's long-held commitment to use diversion programs to get low-level offenses off the table and focus on violent crime.

Given this unit's workload, it was disappointing to learn that none of the office's requests for additional staffing — two attorneys plus another investigator and paralegal — won approval from county commissioners in the most recent budget.

Black needs more help, but even at its current size, she and James aren't interested in excuses — not for themselves and certainly not for those they prosecute.

“It doesn't matter what you intended to do,” she said. “Everybody knows you didn't intend to kill that person. But you chose to get behind the wheel of a car and endanger those on the road beside you.”

Most of us Dallas County drivers have had near misses — or worse — with the deadly cocktail of speed and intoxicants that supercharges the dangers already present on our roadways.

It's good to see this violent crime taken more seriously.

Dallas Innovates

Fort Worth Alliance Airport Now Bears H. Ross Perot Sr.'s Name

Thirty-three years after launching as the world's first industrial airport, Perot Field Fort Worth Alliance Airport now bears the name of the man who believed in its ultimate promise.

"My dad wholeheartedly believed Fort Worth Alliance Airport would be the centerpiece of an unprecedented jobs corridor in Texas," said Ross Perot Jr., chairman of The Perot Group and Hillwood.

By Lance Murray

The legacy of H. Ross Perot Sr. continues to grow as the 33-year-old Fort Worth Alliance Airport now officially bears his name.

Perot believed the airport—the first industrial airport in the world—would be a global hub for the jobs of tomorrow, and it has since become a commerce and research center of world renown.

Hillwood, the city of Fort Worth, and the Federal Aviation Administration officially recognized the airport's name change to Perot Field Fort Worth Alliance Airport during a special dedication ceremony recently, with distinguished guests, dignitaries, elected officials and community leaders who were instrumental in its development on hand to mark the occasion, Hillwood said.

'The centerpiece of an unprecedented jobs corridor'

"My dad wholeheartedly believed Fort Worth Alliance Airport would be the centerpiece of an unprecedented jobs corridor in Texas," Ross Perot Jr., chairman of The Perot Group and Hillwood, said in a statement. "Investing in the northwest corner of the Dallas-Fort Worth metroplex mattered to him, and he immediately saw its potential."

"The airport became the catalyst for one of the great Texas business stories of our day, and we're only halfway through. Development at AllianceTexas will continue on for at least another generation, which will help to ensure a future for our children and hopefully their children, too," he added.

The airport opened on Dec. 14, 1989, and was the first in the world designated specifically for industrial use.

Guests at the renaming ceremony included Fort Worth Mayor Mattie Parker, T. Allan McArtor, former Federal Aviation Administration Administrator; Ignacio Flores, FAA Director of Airports for the Southwest Region; Ross Perot, Jr., chairman of Hillwood and The Perot Group; and Mike Berry, president of Hillwood.

The event concluded with Mike Berry revealing plans for Perot Plaza, a memorial plaza honoring Perot, Sr., on the west side of the air traffic control tower, complementing Bob Bolen Plaza and the Honor Guard installation. The plaza will feature a bronze statue of the founder, which is expected to be completed in 2023.



Part of the original team that developed the airport: Tom Harris, executive vice president of Hillwood; Russell Laughlin, executive vice president of Hillwood; Isaac Manning, president and CEO of Trinity Works (former Hillwood executive); Bill Burton, executive vice president of Hillwood; Ross Perot, Jr., chairman of Hillwood and The Perot Group, who led the airport's development; Tom Luce, founding partner of Hughes and Luce (now K&L Gates); Mike Berry, president of Hillwood; Darcy Anderson, vice chairman of Hillwood; Michael Morris, director of transportation for the North Central Texas Council of Governments (NCTCOG). [Photo: Grant Miller Photography]

Perot Field Fort Worth Alliance Airport features a wide array of flight services including air cargo, corporate, and government aviation, and is the cornerstone of one of the nation's most successful private-public partnerships, the 27,000-acre AllianceTexas development.

The airport was created from a collaboration between Hillwood, the city of Fort Worth, and the FAA.

Hillwood said that the airport has served as a premier destination for aviation and global logistics leaders at AllianceTexas. It has contributed to more than \$100 billion in cumulative economic impact to the region since its inception.

"AllianceTexas, anchored by the world's first industrial airport, has proven to be a modern-day, Texas-sized success story, encapsulating the pioneering and can-do spirit so often associated with the state," Fort Worth Mayor Parker said in a statement.

"The development has contributed to more than \$100 billion in cumulative economic impact to the region since its inception, as well as more than \$3.1 billion in paid property taxes, including \$621.5 million to Fort Worth alone," the mayor said. "Fort Worth will remain a full-fledged partner with Alliance Airport and AllianceTexas, just as it has been since Day 1 with former mayors Bob Bolen and Kay Granger."

Guests toured the [new state-of-the-art facility](#) at 13901 Aviator Way, which is a continuation of Alliance Aviation Services' three-decade legacy of providing best-in-class and award-winning support services to general and corporate aviation as well as military and air cargo operations.

Designed by Corgan Architects and Amaze Design, the Fixed Based Operator space encompasses more than 20,000 square feet of highly amenitized lounges and meeting facilities as well as an additional 68,000 square feet of attached hangar space.

Alliance Aviation Services has six hangars totaling roughly 200,000 square feet of space to support the growing fleet of based aircraft. Expanding upon the current FBO full-service offerings, the new space will allow for additional, first-class accommodations for flight crews, as well as more flexible, spacious lounges for pilots and passengers. Outdoor seating with ramp views has been integrated into the landscape as well, Hillwood said.

Fort Worth Star-Telegram

Want to get to slow climate change and help poor nations? This energy option is a must

BY MICHAEL SLATTERY AND ANN BLUNTZER

Prices at the pump are lower than a year ago, thanks to a reduction in global energy demand. With cold winter weather on the way and holiday travel surging, prices may rise again.

However, temporary fluctuations in prices should not distract from fundamental issues in the energy industry as the world moves towards renewables. Climate change is a worldwide problem. But not every country has the resources and infrastructure to address these issues quickly.

A rapid transition from coal and oil to renewables, such as solar and wind, is not possible, nor reasonable, especially in developing nations. That's why natural gas should be promoted as a transitional fuel.

The U.S. has been moving from coal to natural gas for decades. Such transitions don't happen overnight — not in Texas, in the rest of the U.S. or around the world.

This initiative was promoted at the recent 27th Conference of the Parties to the United Nations Framework Convention on Climate Change in Egypt. Delegates argued that natural gas is the most realistic solution towards a lower carbon world. It's unrealistic to pursue net-zero emissions — achieving a balance between the greenhouse gasses put into the atmosphere and those taken out — with only renewable energy. It would stifle economic progress in the countries that need it the most.

In Africa, for example, a transition plan is needed because the lack of electricity is stunting progress out of poverty and prosperity. Natural gas emits about half as much carbon as coal in power-generation applications. Many countries, particularly those in Africa with large gas reserves to exploit, want to build new natural gas plants rather than burning more coal.

Governments and energy companies should invest and build renewables at a rapid pace. Energy transitions are slow and complicated, and they cannot be scaled up quickly. While that planning is done, there needs to be a base load fuel until the 2050 goals are met. Natural gas is the most viable alternative, used alongside solar, wind and other means.

The developed world is not in any rush to fund these projects in Africa and other emerging markets, but it should be. Many see our energy future as black or white: either it's "100 percent renewable energy, now" or it's "Drill Baby, Drill." This is insufficient for developing countries.

Natural gas should be considered part of a green energy future. Some energy experts believe that further investment in "transition fuels," including natural gas, will impede progress toward an economy that runs entirely on renewables.

The International Energy Forum, composed of representatives from 71 countries, notes that "the versatility of natural gas is one key to its expected prominent role in the energy transition,

serving as an energy source for all sectors including heating, cooking and industrial applications.”

The forum further observes that in combating climate change, “natural gas has a significant advantage over coal, emitting about half the CO₂” and can stabilize the transition to renewable energy.

Capital invested in natural gas power facilities may earn a better return on investment in the short term. That could prompt companies to use them for their full lifetimes, which could delay the switch to renewables. However, less initial capital is required than solar and wind development, a critical factor for most developing nations to have reliable, affordable and accessible energy.

How can wealthy nations argue that countries such as Senegal and South Africa are blocking progress by demanding natural gas be considered as part of their green-energy future?

A lot of if/then scenarios are stacking up against the happening-right-now reality of what can only be called a global energy crisis. The path to renewables has to include interim concessions. Even before Russia invaded Ukraine, soaring food and energy prices made affordable energy vital to the world’s economic growth.

Trade-offs are clearly being made between progress in tackling the climate crisis and ensuring reliable energy supplies. Germany is burning more coal this year than last, and the United Kingdom is delaying the closure of end-of-life coal plants. Two of the world’s most developed nations are regressing in their net-zero goals. These countries should not be allowed to deny investment capital to new energy investments in Africa or elsewhere.

If the goal is progress toward net-zero emissions, natural gas is the most realistic solution.

Dallas Morning News

Allen awarded \$4 million grant for trail planning

The money will help fund the city's work connecting Rowlett Trail to the regional trail system.

By Susan McFarland

The city of Allen was recently awarded \$4 million to help expand its trail system, thanks to a grant from North Central Texas Council of Governments.

Every other year, the council offers the [Transportation Alternatives Set-Aside program](#) to provide grants to cities and counties that are expanding non-motor vehicle transportation networks including trails.

This year, Allen's submission placed fourth among participating organizations, which includes Dallas Area Rapid Transit, the city of Frisco, Dallas County and the town of Addison, according to a [news release](#).

This grant is contingent on how well the trail or alternative transportation option improves connectivity between cities and counties, connections and access to major destinations, safety, travel options in areas with greater opportunity for walking and bicycling, improved access to disadvantaged populations, safe crossing of existing travel obstacles, and the ability to do construction quickly.

"Rowlett Trail is planned to be a significant alternative transportation option and will further connect Allen trails to neighboring cities and the wider North Texas trail network. The new additions to Rowlett Trail will include two new bridges connecting the trail to Watters Trail and The Trail at The Woods," according to the news release.

Destinations to be reached on the trail include The Courses at Watters Creek, Bolin Park, Custer Meadows Park, Oak Point Park (in Plano), Connemara Conservancy Nature Preserve and the upcoming Stephen G. Terrell Recreation Center, Molsen Farm and Eugene McDermott Park,

In June, the city was awarded \$300,000 by the Texas Parks and Wildlife Department for the trail project.

"These grants save the city of Allen and Allen Community Development Corporation funds and help to move the project along faster than first anticipated," according to the news release.

FOX 4 DFW

AT&T's new robotic dog visited Downtown Dallas and it looks like something straight out of Black Mirror

DALLAS - AT&T is the latest company to develop a robotic dog, and the new tech recently went for a stroll through Downtown Dallas.

Dallas-based AT&T teamed up with Ghost Robotics to build the robotic dog which is covered in cameras and sensors.

AT&T says the dogs can go where it is "too dangerous for humans" and can be used by the public safety community, the military and businesses.

The dog can walk over all kinds of terrain and even go underwater, according to AT&T. They can also detect things like radiation and explosives.

Video of the robot dog and it's handlers walking through the AT&T Discovery District where it was able to walk up curbs, stairs.

It also walked through puddles and up the side of a cliff.

At one point in the video a man kicks over the dog, and it is able to get right back up. This is just the latest company to develop a robotic dog.

The AT&T version is very similar to the robotic dog developed by robotics company Boston Dynamics.

The Boston Dynamics robotic dog became the inspiration for the 'Metalhead' episode of the dystopian series Black Mirror.

AT&T says the dog is powered by FirstNet, a communications network specifically designed to help law enforcement, healthcare and first responders.

At least 8 military bases have these dogs in operation, according to AT&T.

Dallas Morning News

Southern Dallas cyclists hope for better infrastructure as Dallas bike plan develops

Poor roadways and lack of streetlights hinder cyclists in the southern sector.

By Sriya Reddy

Now that the city has \$2.5 million to update its 2011 bike plan, cyclists in southern Dallas, long hindered by poor infrastructure and a lack of bike lanes, see this as the perfect opportunity to improve their communities.

After the city's series of public input meetings that ended mid-November, the Department of Transportation will create a new bike plan and ask for the public's input again in early spring 2023.

The new bike plan will add trails, infrastructure, and other facilities. The Dallas Department of Transportation received \$500,000 for development of the plan and \$2 million from general funds for implementation.

Resident James "Stanley" Harris says his South Dallas neighborhood should be in line for the upgrades.

"Why not?" asked Harris, a decades-long cyclist. "I mean, if you can put them downtown, if you can put them in Highland Park, why can't you put them in South Dallas? What's the difference? My neighborhood here is no better than their neighborhood."

According to the Dallas Department of Transportation, there are approximately 150 miles of bike lanes in the city – 54 miles of strictly lanes and 92 miles shared or non-exclusive. About [a third of the total are in southern Dallas](#).

"I feel like we need more bike lanes and less traffic," Harris said.

Kathryn Rush, chief planner with the city's transportation department, said this is something that the department has heard, and there are plans for more bike lanes in southern Dallas.

"We do recognize that some areas of the city have more limited networks than others, although we have generally a pretty small network currently citywide, but those areas are going to be a focus for us for making sure we implement and get facilities designed in those areas as part of our next round of engineering," Rush said.

There are currently about 14 more miles of bike lanes planned for the area and a total of 36 miles across Dallas, according to Page Jones, public information officer.

Rush feels confident they have key information on what's needed next.

"We will be spending the next few months finalizing the recommended bike network as well as drafting the priorities and the implementation plan and our design standards," Rush said.

Harris said he feels safe riding in South Dallas despite poor roadways and construction because he knows his neighbors and the best places to ride in his community. He has been cycling for decades throughout his South Dallas neighborhood and wants to see the additional lanes in his community because he often takes kids out on bike rides with him.

Rush said that there are many projects that have been funded in the southern sector, including improvements to Lancaster Avenue, a trail that encircles Fair Park and “routes-to-rail” walking improvements around the DART Dallas Zoo Station.

South Oak Cliff resident David Morrison cycles for transportation. He often takes his bicycle to the bus stop or for the last few miles of his journey as he heads up north.

Morrison said that while he feels safe for the most part while cycling, when the sun sets, it’s a different story because of the lack of streetlights.

“I would love to see more bike lanes, but at the same time I look at the condition of our existing infrastructure like our roadways or sidewalks – if there are any – and how some street lights don’t work or are always going out,” Morrison said. “I believe that fixing the infrastructure is equally important as bike lanes.”

Tameca Harris, an employee at Bike Friendly South Dallas, echoes this sentiment. Harris enjoys bicycling because she sees Dallas from a different perspective and gets to know her community. She said that her South Dallas neighbors love to see cyclists out, and that’s why she feels safe taking her bicycle out in her community.

Despite feeling safe for the most part, Harris wants to see more concrete barriers in bike lanes and better roadways. She said that when the organization takes people on rides, they don’t take the bikes that are typically used for roads because there will be a flat instantly due to the condition of the roads. Instead, mountain bikes are used.

“The streets are a big, big problem,” she said. “There’s lots of potholes and just trash depending on where you are. You got to be careful that you’re not riding over glass or screws or nails.”

Rush said that maintenance of bike facilities is a takeaway that the city had from the public input meetings that took place throughout October.

“I think something that we heard at every single public meeting that we had and every single event was a need for more maintenance and for especially more street sweeping,” said Rush. “We even had one city staffer and staff person have a popped tire on their way to a public meeting.”

Best of 2022: H-E-B's arrival, new way to travel and more top news from Plano

By Michael Crouchley

Here is a list of the five most popular *Community Impact* stories from Plano in 2022, based on web traffic.

H-E-B store in Plano on track for fall grand opening, will add 425 jobs to city

As of March, construction on H-E-B's new Plano location was still on track to complete this fall. The store held its grand opening Nov. 2.

New way to travel could be coming to DFW—Plano takes next step to consider possibilities

Plano staff was directed to submit an application for JPods, a self-driving vehicle that runs a track suspended over existing roadways. The vehicles run on electricity and are powered by solar.

Regional Transportation Council looks to extend DART rail line from Plano to McKinney

The North Central Texas Council of Governments' Regional Transportation Council outlined options for a new rail line system that would connect McKinney to Plano.

Investment firm buys The Shops at Willow Bend in Plano, plans to reinvent mall into mixed-use development

The Shops at Willow Bend was acquired by real estate investment firm Centennial, which announced plans to “reimagine” Plano's only remaining indoor shopping mall into a mixed-use development.

Developments near US 75 will create ‘gateway’ into Plano

A number of development projects across US 75 set out to make the highway corridor the unofficial “gateway” into Plano.

Four ongoing transportation projects in Frisco, plus information about upcoming work on the Dallas North Tollway in 2023

By Miranda Jaimes

Looking to stay informed about ongoing and upcoming transportation projects in Frisco? Find details on the latest projects and plan travel routes and detours accordingly.

Ongoing projects:

1. Panther Creek Parkway widening

Construction began in mid-November to provide a third westbound lane on Panther Creek Parkway from Knotty Pine Street to Dallas Parkway. The project will also provide a third eastbound lane from just west of Legacy Drive to Dallas Parkway as well as capacity improvements to the intersection of Panther Creek and Legacy to improve the mobility of the corridor.

Timeline: fall 2022-summer 2023

Cost: \$4.3 million

Funding source: city of Frisco

2. Elm Street reconstruction

Work continues to reconstruct Elm Street into a concrete roadway. The project will add parallel parking, a sidewalk, storm drainage, streetlight elements and traffic signal improvements at the intersection of 5th Street and Elm. The project stretches from 1st Street to South County Road and is being done in phases. Closures in the area are expected to remain in place during four-week periods, with detour signs posted in the area. The city recommends using the Waze app to navigate around the road closures.

Timeline: summer 2022-spring 2023

Cost: \$5.10 million

Funding source: city of Frisco

3. Traffic signal installations

A new traffic signal was activated at **(A)** the intersection of Preston Road and Mockingbird Lane in December. The signal also serves the new University of North Texas campus in Frisco, which is set to open Jan. 17. Another new signal became fully operational at **(B)** the intersection of Stonebrook Parkway and Rolling Brook Drive on Dec. 1.

Timeline: fall 2022

Cost: \$1.5 million

Funding source: city of Frisco

4. Dominion Hike & Bike Trail widening

A trail in northern Frisco will traverse East Preston Road and Hillcrest Road. The 1.2-mile trail will be extended, and the existing trail will also be replaced. The trail follows Panther Creek in this area of Frisco, and the trail will be widened to 12 feet. Pedestrian bridges will also be installed as part of the project. When finished, the project will provide a connection for many Frisco residents, officials said. Parts of the trail will be closed as construction takes place. The city is reminding residents to be cautious in the area as construction continues.

Timeline: fall 2022-late 2023

Cost: \$5 million-\$6 million

Funding source: city of Frisco

Upcoming project:

5. Dallas Parkway widening—Phase 5

The city's public works department is examining capacity improvements on Dallas Parkway between Panther Creek Parkway and PGA Parkway. A professional services agreement for the project was approved by Frisco City Council Dec. 6 to begin design work on the project.

Timeline: winter 2023-fall 2024

Cost: \$7 million

Funding source: TBD

Dallas Morning News

Dallas Market Center would become high-rise mixed-use center with architect's plans

Conceptional designs show development potential for Stemmons Freeway property north of downtown.

By Steve Brown

Owners of the sprawling Dallas Market Center complex north of downtown are looking to the future with a potential redevelopment plan.

Started in the 1950s by legendary [Dallas developer Trammell Crow](#), the Dallas Market Center stretches across more than 40 acres on Stemmons Freeway at Wycliff Avenue.

With almost 5 million square feet of space in four mammoth buildings, the wholesale trade complex hosts millions of visitors a year.

The future of the property could see even more construction that would make it a major Dallas employment center.

[Dallas architect Corgan](#) has done a "mixed-use development master plan" for the property that includes millions of square feet of potential construction.

"This master planned urban site was envisioned to provide a walkable and inviting pedestrian oriented environment. Providing much needed density to a neglected region of downtown Dallas, the campus delivers a unified, modern environment for a variety of building uses," according to the architect's description of the redevelopment. "Composed of hotel, office, data center, housing, and laboratory space, the master plan is unified through the addition of interstitial parks, gardens, plazas, and sidewalks to enhance the pedestrian experience."

Renderings of the proposed development show a row of new towers along Stemmons Freeway plus additional low-rise and mid-rise construction.

The more than six-decade-old Market Hall would be removed for the redevelopment, according to the renderings. Part of the new project would be built on the former site of the Dallas Apparel Mart, which was demolished in 2006.

But the largest market center buildings would remain.

Dallas Market Center officials and owners stress that these are conceptional plans with no specific start date.

"Those type of studies are handled by our owners, Crow Holdings," Dallas Market Center CEO Cindy Morris said in a message. "I do know that they have looked at different options over the years for redevelopment of the land across Market Center Boulevard from Dallas Market Center."

[Crow Holdings](#) CEO Michael Levy said Corgan's plans are just to show the potential of the property.

"I think our people over the years have done various things looking at that land," Levy said in an email. "I don't have any specific plans at this time to do anything with it, although one day that will change."

Dallas Morning News

DOT 'ready to take action to hold Southwest accountable' over thousands of cancellations

Transportation Secretary Pete Buttigieg said he spoke with Southwest Airlines CEO Bob Jordan Tuesday.

By Kyle Arnold

The U.S. Department of Transportation is ready to "take action to hold Southwest accountable if it fails to fulfill its obligations" to passengers after the carrier canceled more than 10,000 flights during the last week and signaled that more disruptions would be coming in the days to come.

After the [Transportation Department said Monday that it would "examine whether cancellations were controllable and if Southwest is complying with its customer service plan,"](#) the agency said that Secretary Pete Buttigieg spoke with [Southwest Airlines CEO Bob Jordan](#) Tuesday, the latest Washington, D.C., official to take aim at the carrier over unfolding delays and cancellations at the critical Christmas travel period.

"This afternoon, Secretary Buttigieg spoke with the CEO of Southwest Airlines and conveyed that he expects the airline to live up to the commitments it has made to passengers, including providing meal vouchers, refunds and hotel accommodations for those experiencing significant delays or cancellations that came about as a result of Southwest's decisions and actions," said U.S. Department of Transportation spokesperson said in a statement.

"The department will take action to hold Southwest accountable if it fails to fulfill its obligations, and we will stay engaged with Southwest Airlines to make sure the airline does not allow a situation like this to happen again."

Southwest has blamed the [thousands of cancellations and stranded passengers on bad weather last week at key airports such as Denver and Chicago Midway along with a failure of its technology systems to accommodate flight attendants and pilots.](#)

Earlier Tuesday, [President Biden's Twitter account said that "Our administration is working to ensure airlines are held accountable."](#)

Meanwhile, key U.S. Senators on the Commerce Committee, Sen. Edward Markey (D-Mass.) and Sen. Richard Blumenthal (D-Conn.), called out Dallas-based Southwest Airlines and said the company "should compensate passengers accordingly."

"Southwest Airlines is failing consumers during the most important travel week of the year," the senators said in a joint statement. "Instead of a holiday spent celebrating with family and friends, passengers are sleeping in airports or desperately trying to reach customer service agents. For those travelers whose holidays have been ruined, there is no real way for Southwest to make this right."

They also criticized Southwest for its recent plans to [reinstate a dividend to shareholders, which would cost the company about \\$428 million in 2023.](#)

Southwest did say that it would "honor reasonable requests for reimbursement for meals, hotel and alternate transportation" for passengers [who submit receipts for travel](#) between Dec. 24 and Jan. 2.

Rep. Colin Allred, D-Dallas, criticized Southwest Tuesday for canceling flights, a lack of preparedness and [taking federal \\$5.6 billion in federal grants to help keep it running during the COVID-19 pandemic.](#)

“This is unacceptable and given the federal support they received, the public deserves answers,” Allred said in a statement.

Dallas Morning News

Kaufman County is the fastest growing county in the country

The population of the county to the east grew 18% from 2016-2021, according to Census estimates.

By Isabella Volmert, Aria Jones and Ari Sen

The city of Kaufman's slogan — "We're Growing Places" — rings true according to newly released population estimates that show its county booming.

Kaufman County is growing faster than any other county in the nation, according to 1-year estimates from the U.S. Census Bureau.

"We're seeing tremendous growth in all of the counties surrounding Dallas," Lloyd Potter, director of the [Texas Demographic Center](#) said. "These counties are largely growing because there's economic opportunity, meaning that we're growing jobs in Texas."

While newly released census data showed [positive growth across North Texas](#), Kaufman County, saw an 18% population boost between 2019 and 2021, the most of seven Dallas-Forth Worth area counties. Not only has the county grown by over 21,000 residents in those two years according to Census estimates, but it has also seen its diversity soar.

Every year, the Census Bureau releases national estimates of population demographics in 1-year and 5-year estimates, which cover more than 40 topics in every state, county and congressional district.

To conduct [the following analysis](#), *The Dallas Morning News* compared the recently released 5-Year 2017-2021 American Community Survey data to the 2012-2016 5-Year ACS data from the Census.

Country commuters

From 2016-2021, Kaufman's population grew from 118,350 residents to 140,145. These estimates don't reflect growth from 2022.

Donna Simmons, economic development coordinator for the county, said she believes the growth resulted from people being attracted to moving out to the country, but also wanting a commutable drive into Dallas.

"They see the opportunity to come to the East because it's much cheaper right now than going North," she said.

The 800-square-mile county is seeing more than 30,000 new homes being built or in early development stages in its six biggest cities. Calculating for 4 people per household, the county is preparing for a population increase of about 120,000 more people in the next 18 months, Simmons said.

Centers of the county swell include [Crandall](#), [Forney](#) and [Terrell](#) along with nearby unincorporated areas. Forney Independent School District has prepared to add 20,000 students in the next decade, *The News* reported as part of its [Boomtown series](#).

Additionally, buyers are looking to unincorporated county land to build their own ranches, for a slice of country life, Simmons said. The commute to downtown Dallas from the county seat is about 45 minutes, she said.

With the population's growth rate this high, the County outgrew its courthouse. Located in downtown Kaufman, the historic building already had an annex where overflow offices were located, Simmons said.

In December the county's operations moved into a brand new Justice Center down the road in Kaufman city, where the county courts and offices are now housed.

In response to the accelerated growth, the County and its 16 municipalities teamed up with various coalitions to manage and improve transportation, development, education and wildlife conservation.

"The cities and the county and the schools are all working together," she said.

One county goal is expanding broadband access to residential homes in the near future. While its highways are often bumper-to-bumper with commuters, Simmons wants the county to have reliable, encompassing internet access so every corner can be a work-from-home destination.

The county's main goal, however, is building more hospitals capable of providing major surgical care, especially for older residents.

Kaufman sees more diversity

Kaufman's population has also diversified significantly.

According to the 2021 5-Year Census estimates, Kaufman is now 71.7% white, 13.6% Black, and 1.3% Asian, with 3.9% identifying as another race and 9.5% identifying as two or more races. In the county, 23.7% — or 33,145 people — identify as Hispanic or Latino, which the Census tracks separately as an ethnicity, not a race.

Those identifying as Black increased by over 50%, growing by more than 6,300 residents. Similarly, those identifying as Asian, Hispanic or Latino and Native American all grew by over 30%.

Simmons described the increased diversity as a benefit to everyone in the county, which is primarily white.

"We didn't have a lot of diversity," she said. "And now that we do, we're more in step with how the world really is."

The number of people identifying as more than one race multiplied nearly six times — 500% — in the past five years. By comparison, Dallas County had this metric double.

Potter said this dramatic shift can be attributed to changes in Census surveys, with all Texas counties seeing increased multiracial identification and many seeing single-race identification decline.

“That’s not because the Texans are changing dramatically,” Potter said. “It’s simply because of the way we’re completing the form ... and the way the Census Bureau is processing it. That’s not to say there aren’t more multi-race people in Texas because there are.”

Race data is based on self-identification. The option to choose more than one race began with the 2000 Census, however, [Census officials say](#) recent increases in people reporting more than one race can be attributed to improvements in the Census’ questionnaire design, including having separate questions for race and ethnicity.

The uptick in racial diversity in North Texas [mirrors nationwide trends](#), previous Census releases show.

How old is the county?

An increase in young people is playing a role in the county’s growth over the past five years, according to estimates. People ages 25-34 and 35-44 years old each increased by 20% in Kaufman.

By another metric, the median age in the county got a year younger, dropping from 36 to 35 years. In contrast, Denton County to the north of the Dallas metropolitan area grew older, as the median age went from 35.1 to 36.2 years.

Simmons said she believes the growth came from families moving out of the city and buying homes in the county. Others moving are closer to retirement age and while most move from the Dallas-Fort Worth area, a significant number of people move from California, Florida, and other states, she said.

Additionally, jobs are moving into the county with the growth. In Forney, Amazon opened two distribution centers in 2021 and tire-maker Goodyear also opened a warehouse.

Beverly Davis, who was born and raised in the city of Kaufman, said she’s seen it go from a quiet town where tractors used to drive down the streets to being filled with the amenities of a big city such as chain restaurants like Whataburger and Starbucks and big-box stores like Walmart and Tractor Supply.

Davis chairs the city of Kaufman’s chamber of commerce. She said small “Mom and Pop” businesses are also flocking to the county’s towns in addition to corporations because of the competitive real estate and smaller startup prices.

“COVID obviously made a huge impact nationwide,” she said. “But it really upped the ante for people wanting to move and make a move in their lives.

Dallas Morning News

Plano's Collin Creek Mall project several months behind schedule, report says

The complexity of the project has led to the delays, the developer told NBC5.

By Teri Webster

Some delays are impacting the \$1 billion Collin Creek Mall redevelopment project in Plano, KXAS-TV (NBC5) [reported](#).

Sean Terry, vice president of [Centurion American](#), told NBC5 that the complexity of the project has led to the delays.

"I would say we're probably behind six, seven months, which in the development world is not terrible, but I know people want to see instant results," Terry said.

Part of the project includes a "new, massive culvert system" wide enough to span "three 18-wheelers side by side," Terry said.

Collin Creek Mall opened in Plano in 1981 as a popular regional destination, but over the past 40 years its popularity has declined, NBC5 reported.

The mall was shut down in 2019, and its redevelopment got underway in the fall of 2021.

The completed project will [feature](#) more than 300,000 square feet of retail space, 500 single-family homes, and 2,300 multi-family homes.

The development will also include restaurants, office space, parks, trails and a hotel.

The homes are expected to be completed near the end of next year, and the rest of the project will be completed in phases, NBC5 reported.



North Central Texas
Council of Governments

PRESS RELEASE

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Dallas-Fort Worth Bicycle-Pedestrian Projects Awarded \$55 million

Enhancements will improve safety and access to schools, major employment centers

Dec. 8, 2022 (Arlington, Texas) – The Regional Transportation Council (RTC) approved \$55 million in federal funding for construction of 13 active transportation projects in Collin, Dallas, Denton and Tarrant counties on Thursday. A combined \$8 million in local match provided by the entities brings the total investment in the region's bicycle and pedestrian infrastructure to \$63 million as part of the 2022 Transportation Alternatives Set-Aside Program Call for Projects.

These funded improvements will connect people who choose active modes of transportation, such as walking and bicycling, to schools and major hubs of employment in the Dallas-Fort Worth area. In addition to connecting people to destinations, projects awarded funding by the RTC will improve safety and comfort, reduce traffic congestion, and improve air quality. The projects were chosen from among 33 project applications competitively evaluated based on the criteria implementing the goals of the long-range Metropolitan Transportation Plan, including regional connectivity, access to major destinations, equity, safety benefits, and project readiness.

Among the 13 projects funded are critical trail bridges for the planned Cotton Belt Trail in Plano (\$14 million) and Addison (\$12 million) being implemented alongside Dallas Area Rapid Transit's Silver Line commuter rail line, which will run from Dallas Fort Worth International Airport to Plano. Funding for the Rowlett Creek Trail in Allen (\$3 million) and the Iron Horse Trail in Frisco (\$4 million) will fill in critical gaps in the regional trail network in Collin County and connect neighboring cities.

Transportation safety is a major focus for the North Central Texas Council of Governments to significantly reduce traffic-related serious injuries and fatalities throughout the region. Approximately \$3 million in funding was awarded to Safe Routes to School sidewalk projects located in Fort Worth (A.V. Cato and A.M. Pate Elementary schools), and North Richland Hills (Smithfield Middle School). These projects will facilitate safe travel for children accessing schools in disadvantaged communities.

In addition, more than \$3.3 million in federal funds will fill sidewalk gaps surrounding the downtown Garland DART station and will improve safe pedestrian access to the rail station. Funding was also awarded to Fort Worth (\$2 million) to implement safety improvements along Oakland Boulevard / Miller Avenue. This corridor was identified by the City of Fort Worth in a safety plan as having a high number of crashes for bicyclists and pedestrians.

More information on the Transportation Alternatives Call for Projects is available at www.nctcog.org/2022_TACFP. For a summary of the projects awarded funding, see the links below.

Additional Funding Details

List of Projects	Map of Projects
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About the North Central Texas Council of Governments:

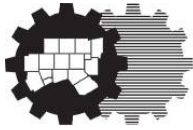
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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NCTCOG Welcomes Public Comment on Transportation Planning at Dec. 12 Hybrid Meeting

Public comments accepted through Jan. 10

Dec. 7, 2022 (Arlington, Texas) – The North Central Texas Council of Governments is hosting a hybrid public meeting in December, providing North Texans the opportunity to participate directly in the transportation planning process.

Topics to be discussed include the Dallas-Fort Worth High-Speed Transportation Connections Study, the Map Your Experience 2022 Insights Report, transportation conformity and the Dallas-Fort Worth Clean Cities Fleet Recognition Awards.

The meeting will take place at noon Dec. 12 at NCTCOG's Arlington offices, 616 Six Flags Drive. Residents can also watch the presentations live at www.publicinput.com/nctcogDec22 or participate via phone by dialing 855-925-2801, then code 3711. Public comments will be accepted through Jan. 10.

Phase 1 of the DFW High-Speed Transportation Connections Study is complete. Staff will review the recommended alignments and high-speed mode selected in Phase 1, and provide details for Phase 2, including the preliminary engineering and the National Environmental Policy Act (NEPA) documentation process.

Map Your Experience gathers input on transportation from members of the public, who are able to share their insights from daily use of the transportation system. Public comments help identify transportation issues across the region so NCTCOG can work with partner agencies to find solutions. Staff will provide a report summarizing comments received since May 2020.

The Clean Air Act requires metropolitan planning organizations to perform a transportation conformity analysis when a Metropolitan Transportation Plan is developed or updated. The Federal Highway Administration confirmed the determination deadline could not be met for the Mobility 2045 - 2022 Update and initiated a transportation conformity lapse grace period for the Dallas-Fort Worth nonattainment area. Staff will discuss details of the grace period and its effect on the conformity determination process.

The Dallas-Fort Worth Clean Cities Coalition's Fleet Recognition Awards were recently presented to local fleets that are using alternative fuels to help reduce energy impacts on regional transportation. An overview of the 2021 annual survey information about the use of alternative fuels around the region will also be presented to the public.

Additionally, a comprehensive list of funded transportation projects through 2026 is available to review online. Known as the Transportation Improvement Program (TIP), this document includes committed funds from federal, state, and local sources and is updated on a regular

basis. Staff will also highlight resources such as Map Your Experience, the Regional Smoking Vehicle Program, vehicle incentive opportunities, the Saving Money and Reducing Truck Emissions program and Engine Off North Texas.

For those who want to take transit to the meeting \$6 roundtrip rides from the Centreport/DFW Airport Station to NCTCOG are available on VIA, through the rideshare provider's app. For special accommodations due to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org.

Public Meeting Details
Monday, Dec. 12, 2022, Noon North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

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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 Alemán 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

Season 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
Councilmember
City of Irving

Raul H. Gonzalez
Councilmember
City of Arlington

Barry L. Gordon
Mayor
City of Duncanville

Lane Grayson
Commissioner
Ellis County

Mojy 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

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

National Medal of Honor Museum Partnership Program: Leadership Institute

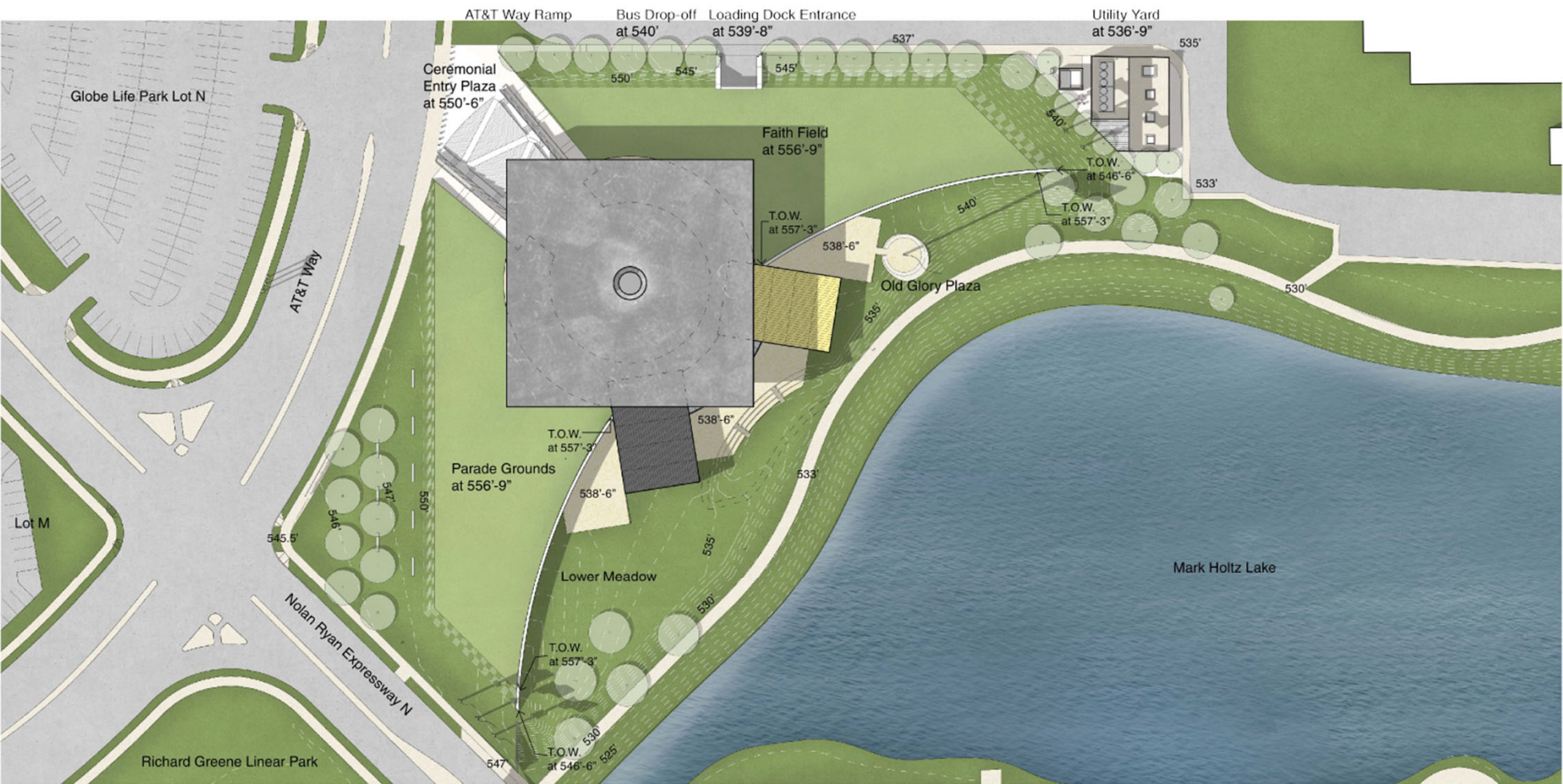
Michael Morris
Regional Transportation Council
January 12, 2023

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



Site Plan







Methodology

- Reviewed construction elements related to transportation items for pedestrian access, circulation, and perimeter trees along walkways to determine size of contribution
- Contribution provided to Medal of Honor Museum to apply toward transportation-related elements, or to apply where needed should other contributions or donations be received for those elements.
- Financial participation is a donation, not a reimbursement-based grant



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

Requested 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.



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)

Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

Donna Huff
Jamie Zech

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.
Janie Temple, Laura Norton
Casey Wells, Phillip Tindall, Brigida Gonzalez

Environmental Affairs Division (ENV)

Doug Booher
Tim Wood, Glendora Lopez

Dallas District (DAL)

Ceason Clemens

Fort Worth District (FTW)

David M. Salazar Jr.

Paris District (PAR)


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	4 (Frtg-C)	4 (Frtg-C)	6 (Toll), 6/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)		Included w/ 21.10.1
6 - DNT Widening	21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Toll), 4 (Frtg-C)	4 (Toll), 6 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		\$99,999,992
6 - DNT Widening	21.10.4	Dallas North Tollway	PGA Parkway	SRT (SH 121)	6 (Toll), 4/6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		Included w/ 21.10.3
7 - East Branch	39.10.1	SH 190	IH 30/PGBT	IH 20			6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)		\$1,300,000,000
8 - Horizon Gateway	38.20.1	US 67	IH 20	Belt Line Road	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 1 (ExL-R), 2/8 (Frtg-C)		\$55,000,000
9 - IH 20 (Dallas County)	30.80.1	IH 20	PGBT WE (SH161)	Robinson Road	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$67,500,000
9 - IH 20 (Dallas County)	30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
9 - IH 20 (Dallas County)	30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
10 - IH 20 (Parker County)	30.10.2	IH 20	Spur 312	Ric Williamson Memorial Hwy	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.10.3	IH 20	Ric Williamson Memorial Hwy	SH 171	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.10.4	IH 20	SH 171	US 180	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.20.1	IH 20	IH 30	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 (PkhFr-C), 2 (PkhFr-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)		\$11,203,000 \$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 (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

Mobility 2045 - 2022 Update
Interchange Improvements Summary Changes

December 16, 2022

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

Mobility 2045 - 2022 Update
Interchange Improvements Summary Changes

December 16, 2022

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 1378 Country Club 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	\$24,236,638
										\$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	Lemmon Avenue NB/ Lemmon Avenue SB	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	Ervey 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	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	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 4	0 4	4	4	\$13,211,200
1,335.230	TxDOT Fort Worth	Tarrant	Academy Blvd	Old Weatherford Rd	IH 30	0 4	0 4	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 4	0 4	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 **	SH 199 Jacksboro Hwy	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	Heritage Parkway	4	4	4	6	\$4,750,000
2.320.300	TxDOT Fort Worth	Tarrant	Westport Parkway	Heritage Parkway	IH 35W	4	4	6	6	\$1,220,600
2.325.170	TxDOT Fort Worth	Tarrant	Haslet Parkway	Avondale Haslet 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

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

Mobility 2045 – 2022 Update

Transit Projects Recommendations Summary Changes

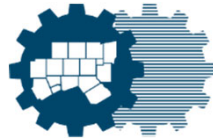
December 16, 2022

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.



NCTCOG PRESENTATION

TRTC/RTC PARTNERSHIP: IMPLEMENTATION OF BEST PRACTICE

- TRTC REQUEST
- BUSINESS AND TECHNOLOGY BLEND
- CREATES TRANSFORMATIVE PROJECTS
- FIVE BILLION DOLLAR IMPACT

MICHAEL MORRIS, P.E.

TARRANT REGIONAL TRANSPORTATION COALITION

DECEMBER 7, 2022

REQUESTED TRTC ASSISTANCE: LEGISLATIVE

Air Check Texas: Air Quality/Paper License Plates

- \$100 M – Certifying Budget
- Legislation in Officer's Name
- Support Grand Prairie

Fair Share Allocation

- \$500 M/Year → \$3 B
- Enforce RTC/Commission Partnership Program
- Enforce TxDOT Minute Order
- Enforce Previous Legislation
- Enforce Ric Williamson Legacy

Need All Tools: P³ Marketed As Technology



REQUESTED TRTC ASSISTANCE: EXECUTIVE

Implement Current Contract (SH183 - \$1.5 B)

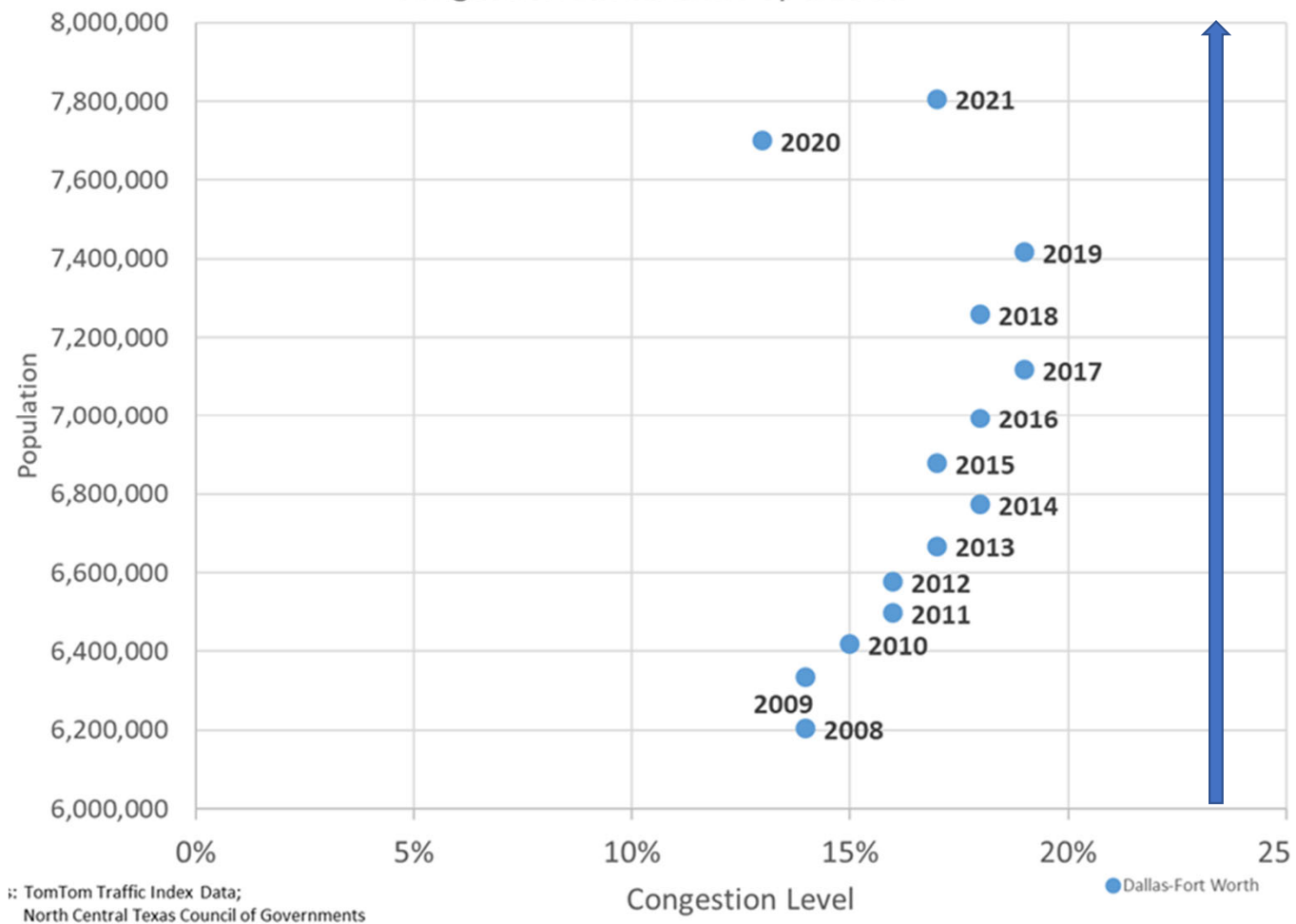
Advance New Partnerships

- Safety Lead The Way
- Innovative Financial Partnerships
- Draw Down Surpluses

Return Surplus Funds



Dallas-Fort Worth Congestion Levels and Population

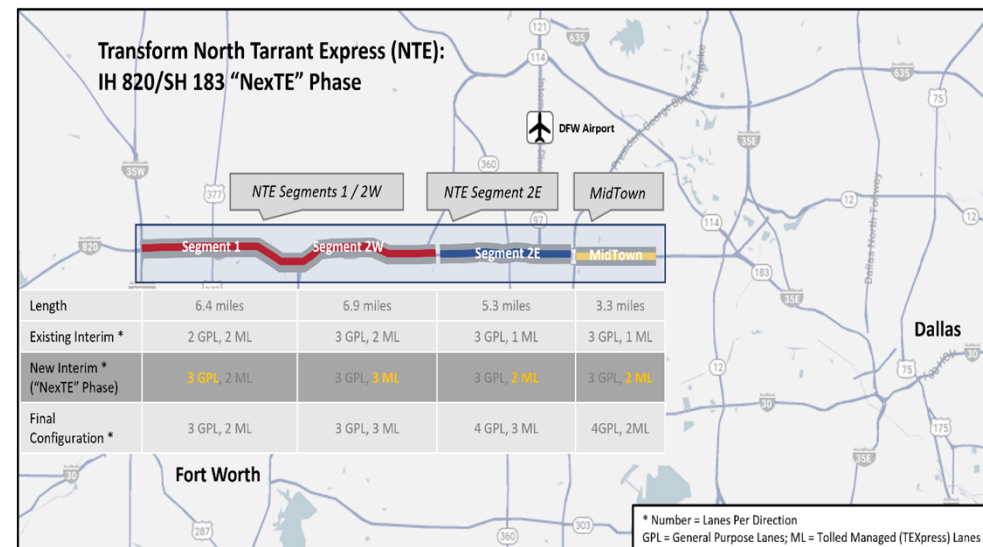


RAISE Grant (2021) – NCTCOG Project

Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- ***IH 35W – SH 121 (NTE 1/2W): \$162M (developer obligation)***
 - IH 820 – Add 1 general purpose (GP) lane in each direction
 - SH 183 – Add 1 TEXpress lane in each direction
- ***SH 121 – SH 360/DFW Airport (NTE 2E): \$1B (developer obligation)***
 - Build 2+2 TEXpress lanes w/ direct SH 360, Amon Carter Blvd, & DFW Airport access
- ***SH 360/DFW Airport – Story Road (NTE 2E/MidTown): \$360M (concession) + \$25M RAISE Grant***
 - Build 2+2 TEXpress lanes w/ direct SH 161/PGBT access and seamless MidTown Express transition
 - Improved GP lane interchanges, ramp spacing, & lane balancing
 - On-/off-street bicycle/pedestrian facility accommodations
 - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road interchange
 - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



“FREEWAY MOBILITY AS A SERVICE” (Passive to Active)

Context for Private Sector Partnership

Creation of “Digital Twins”: Dynamic Lane Configuration

Electric Vehicle Recharging: Induction Loops

Dial 511 For Response Service

Guaranteed Transit: Transit Reliability or it is Free

Dynamically Priced Managed Lanes: Choice Lanes

Funding for Gentrification Policy

Funding for Context Sensitive Design



CANDIDATE TRANSFORMATIVE PROJECTS ²⁰²²

Southeast Connector (Additional \$468M)

Passenger Rail Construction (RTC – Trinity Metro Partnership)

East Lancaster Project (Move SH199 Funds)

Commerce/Convention Center/Law School (Move SH199 Funds)/High Speed Rail

Alliance Technology/Goods Movement/Haslet Parkway Direct Connector

High Speed Rail (New Fort Worth to Houston Focus)

Stormwater / Recharge the Aquifer

New Safety Program (\$50M)

Regional Rail Authority (Funding from State)/Transportation Authority 2.0

Entertainment District

SH 183 (P³ - \$1.5B)

“THE YEAR OF DOING” 2021

“THE YEAR OF DOING TRANSFORMATIVE PROJECTS” 2022

Transportation Drivers

Partnership with Texas Transportation Commission/Fair Share Allocation

Significant Federal Funds

Significant State Funds (Prop 1 and 7)

Potential County Partnerships (Tarrant County \$124M)

Upcoming Special Events (All Star Game, FIFA World Cup)

Winning Federal Competitive Grants and Creation of the Credit Union Bank

New Legislative Session (Fair Share Allocation, Ferry Equity Fund, P³ Digital Twin)

Return State Funds to Those Who Paid/Equity Partnership

FUTURE OF TRANSPORTATION

NOT YOUR FATHER'S OLDSMOBILE

TRANSPORTATION CROSSROADS CONFERENCE

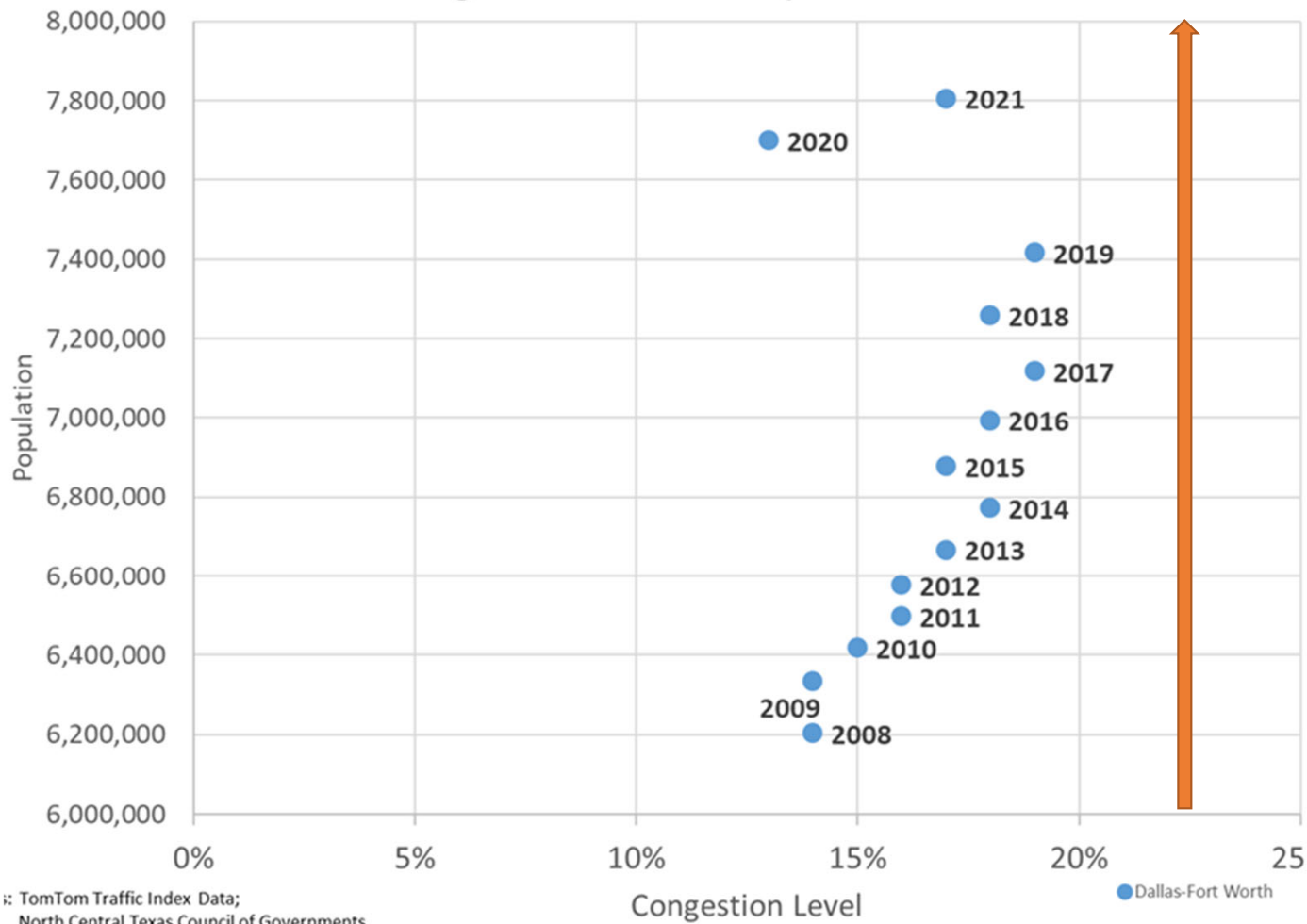
MICHAEL MORRIS, P.E.
TXDOT TECHNOLOGY TASK FORCE

DECEMBER 16, 2022



NCTCOG PRESENTATION

Dallas-Fort Worth
Congestion Levels and Population



Source: TomTom Traffic Index Data;
North Central Texas Council of Governments

FUTURE OF TRANSPORTATION (NOT YOUR FATHER'S OLDSMOBILE)

(Pick One to Adopt)

- 1) Internet For All (Education, Food Deserts, Telemedicine)
- 2) “Freeway Mobility As a Service” (P³, Digital Twin, Choice Lanes)
- 3) New High-Speed Rail (Fort Worth, Arlington, Dallas, Houston)
- 4) Unmanned Aircraft System (Bell +)
- 5) Autonomous People Mover (GM, International District, Las Colinas)

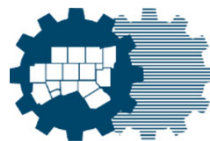


FUTURE OF TRANSPORTATION (NOT YOUR FATHER'S OLDSMOBILE)

(Pick One to Adopt)

- 6) I.H.30 Next Generation Freeway Design (Induction Charging, Dynamic Lanes)
- 7) Heavy Truck Replacement (Hydrogen Fuel Cell/Electric)
- 8) Autonomous Heavy Duty Vehicles
- 9) Alliance Mobility Innovation Zone (Hillwood)
- 10) Technology Drivers to Reduce Roadway Fatalities





NCTCOG PRESENTATION

WALK TO SCHOOL DAY 2022

Karla Windsor, AICP
REGIONAL TRANSPORTATION COUNCIL | 01.12.2023

ON-GOING SCHOOLS-RELATED ACTIVITIES

- School Siting and Safe Routes to School (SRTS) Technical Assistance & Tools
- SRTS Funding
- LookOut Texans Safety Campaign
- Joint Training and Coordination between local governments and Independent School Districts (staff and policy level)
- Joint Use Agreement Inventory
- NCTCOG Policy Bundles
- Encouragement
 - **Walk to School Day!**



WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and the world walking to school on the same day
 - **Community presence on the streets reminds us to help create calm, safe routes for students to walk and bicycle to school.**
- Goals of the program: safety education, health, reduced congestion, transportation choice, etc.
- This year, Walk to School Day was held on October 12
 - Typically held the first Wednesday of October but was postponed due to the Yom Kippur holiday



Bledsoe Elementary
Courtesy of the City of Frisco



NCTCOG'S WALK TO SCHOOL DAY PROMOTION

Prizes and Raffles for Participating Students!

- Prizes were awarded to schools based on the planned events and the order of applications received
- Walk to School Day banner
- Bike raffle entries for participating students
- Draw-string bag “Prize Packs”



Taylor Elementary

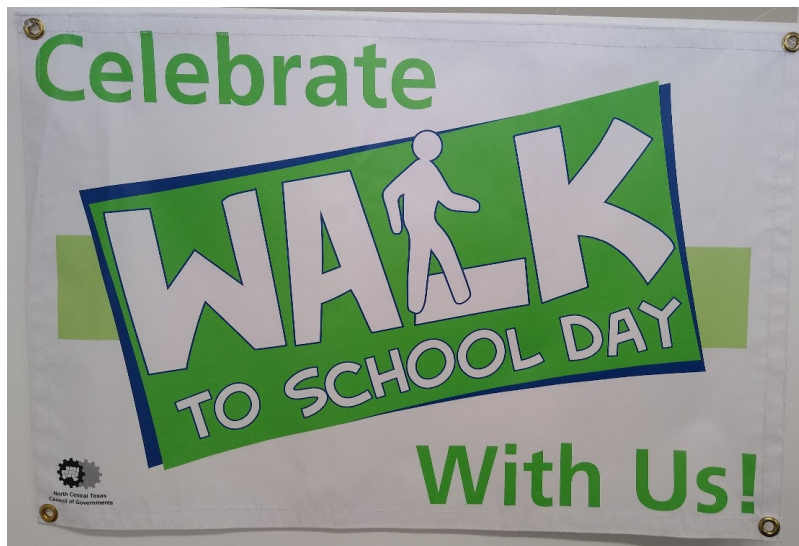


AV Cato Elementary



PRIZE PACKS

Due to overwhelming interest, schools that received prize packs were given a limited number to raffle off/distribute as worked best for their events



NCTCOG BIKE RAFFLE

- To incentivize participation in Walk to School Day, NCTCOG raffled off four bikes to participating students in Walk to School Day
- Students signed the Look Out Texans “Promise to Street Safety” Pledge
- Pledge was offered in English and Spanish
- Two 20” bikes and two 24” bikes
- **973 total entries into the bike raffle from 14 schools!**



Walk to School Day 2022 | www.nctcog.org/SRTS



PROMISE TO STREET SAFETY

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.



I **RESPECT** the rights of all people to use our streets safely.

I will **OBEY** all traffic signs and signals for my own safety.



I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

✂----- Cut here and keep the top! ---
Circle which bike you'd like to enter to win! (choose one)

20" Bike: Age 5-10, 45in-54in tall		24" Bike: Age 8-13, 49in-59in tall	
Red/Orange 	Grey with Purple Tires 	Green 	Pink 

Student Name _____ Parent or Guardian Signature _____
 Student Age _____ Student Grade _____
 Student's Teacher _____ School Name _____

NCTCOG WALK TO SCHOOL DAY PHOTO CONTEST



Second Place Winner:
Pink Elementary School



First Place Winner:
Nichols Elementary School



Third Place Winner:
Nichols Elementary School

- Participating schools were encouraged to submit photos from their event to NCTCOG
- Some of our favorites are featured in this presentation and will be featured in future Safe Routes to School-related publications!



BY THE NUMBERS



TEXAS

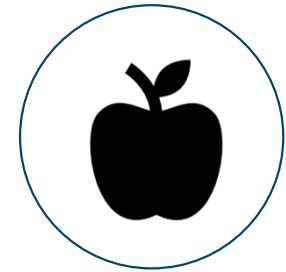
198 events, up from **166** in **2021** and **164** in **2019**, were registered with WalkBikeRollToSchool.org for the state of Texas

2,789 events were registered nationwide!



DFW

104 events were registered with the event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties



NCTCOG

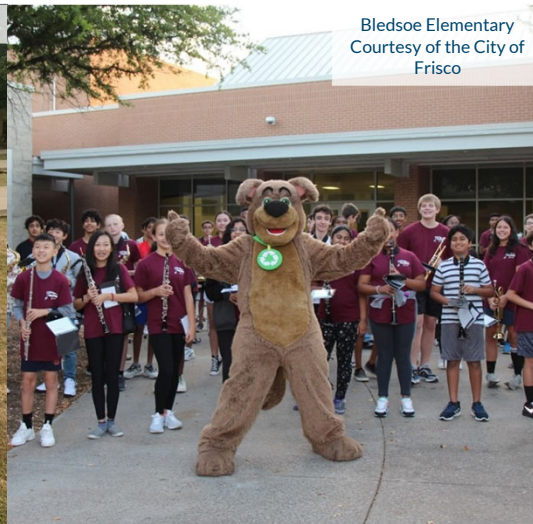
NCTCOG helped **20 schools** celebrate Walk to School Day with special prizes!



SCHOOL ACTIVITIES:



Pink Elementary



Bledsoe Elementary
Courtesy of the City of
Frisco



Taylor Elementary



Comanche Springs Elementary

Greeting Events

- Fun activities or prizes to students and families who walk or bike to school
- Schools had band members, cheerleaders, firefighters, city mascots, and others greet students
- Decorating school entrance, breakfast giveaways, etc.

Remote Walking Events

- Schools organized a "meet up point" at a public place close to the school
- Students, families, and staff safely walked to school together
- Created an accessible event for families who live too far to walk the whole way to school



POST-EVENT REPORTS

- Feedback from participants overwhelmingly positive regarding value of event and enhancement of activities with NCTCOG promotional items
- www.WalkBiketoSchool.com was a great resource for more information about Walk to School Day and year-round active travel to school
- Schools focused on walking/bicycling safety as part of their events
- Bike raffles were reported as a great incentive for students to participate
- Many schools would like to add Remote Walking Events so more students can participate
- Schools were able to partner with other organizations/local businesses to make events even more special!



Case Study: FRISCO – CITY/ISD COORDINATION

- **City of Frisco Transportation Engineering Division**
 - **Frisco Police Department**
 - **Frisco Fire Department**
 - **Frisco Independent School District**
- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
 - **City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website:**
www.FriscoTexas.gov/SchoolZoneSafety
 - Participation up from 21 schools in 2021 (year one) to 30 in 2022
 - FISD promoted event to individual school PTAs



PROCLAMATION

WHEREAS, National Walk 'n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children's health and wellbeing; and

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and

WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and

WHEREAS, celebrating the 26th Annual National Walk 'n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and

WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk 'n roll to school more often, and to practice good pedestrian habits which are important life skills; and

WHEREAS, the City of Frisco's Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Vision Zero for Youth initiative to promote Walk 'n Roll to School Day in Frisco; and

NOW THEREFORE, I, Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as "National Walk 'n Roll to School Day" in Frisco and encourage everyone to consider pedestrian safety today and every day.

Jeff Cheney
Mayor

Proclamation read by Mayor at
Oct 4 City Council Meeting
Courtesy of the City of Frisco



Walk to School Day 2022 | www.nctcog.org/SRTS

NEXT STEPS

**Save the date for next year's Walk to School Day:
Wednesday, October 4, 2023**

- Next year's event preparation will begin Spring 2023
 - **Coordinate with local schools early!**
- *To be added to the Walk to School Day 2023 mailing list, fill out the interest form at www.nctcog.org/WalkToSchool*
- Full summary of the 2022 events will be released later this year



Taylor
Elementary



Interest Form QR Code



WALKING AND BIKING ENCOURAGEMENT

- Visit www.WalkBiketoSchool.com for more information about Walk to School Day, and year-round activities for walking and biking
- Miss Walk to School Day this school year? Consider planning a **Bike to School Day Event on May 4, 2023**
- Consider an event for **Bike to Work Day on May 19, 2023** during National Bike Month
- Contact us for assistance in planning your Walk to School/Bike to School/Bike to Work Day events



Pink Elementary: Top Left; Bledsoe Elementary: Bottom Left, Right
(Bledsoe Photos Courtesy of the City of Frisco)



CONTACT US



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Principal Transportation Planner

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Erin Curry

Transportation Planner

ecurry@nctcog.org | (817) 704-5601



Regional Transportation Council Attendance Roster
January 2022 - December 2022

RTC MEMBER	Entity	1/13/22	2/10/22	3/10/22	4/14/22	5/12/22	6/9/22	7/14/22	8/18/22	9/8/2022	10/13/2022	11/10/2022	12/08/222
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	P	P	P	E	P
Steve Babick (06/22)	Carrollton	--	--	--	--	--	P	E	E	A	A	P	P
Dennis Bailey (02/21)	Rockwall County	P	E(R)	P	P	P	E(R)	E(R)	P	P	P	P	A
Rick Bailey (07/22)	Johnson County	-	-	-	-	-	-	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	P	P	E	P	P	P	E(R)	A	E(R)	P
Elizabeth M. Beck (08/21)	Fort Worth	P	A	P	P	E	P	A	E(R)	P	A	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	E	P	E	P	P	P	P	P	P	E(R)
J. D. Clark (07/22)	Wise County	P	P	P	E(R)	P	E(R)	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	-	-	-	-	-	-	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	E(R)
Michael Crain (06/22)	Fort Worth	--	--	--	--	--	E(R)	A	P	P	P	P	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	E(R)	P	A(R)	P	P
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	P	P	P	P	E(R)	P
Andy Eads (1/09)	Denton County	P	P	P	P	E	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	A	P	P	P	P	P	P	E	P	P	P
George Fuller (07/17)	McKinney	P	P	P	E(R)	E	P	P	P	E	A	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	A	P	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	E(R)	P	E(R)	P	E	A	P	P	E	P	P	E(R)
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	E	P	P	A	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	E	A	P	P	P	P	E(R)	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	E
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	P	P	P	E	P	P	P	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	A	P	P	P	E	P	P	P
John Keating (12/19)	Frisco	A	A	A	P	A	A	A(R)	A	P	P	A	E
Brad LaMorgese (07/22)	Irving	--	--	--	--	--	--	P	P	P	E	E	E
Mike Leyman (09/19)	Mansfield	P	E(R)	P	P	P	P	P	P	P	P	E(R)	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	P	A	P	E	E	E	E	E(R)	E	P	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	--	--	--	--	P	P	A	P	E	P
Omar Narvaez (09/21)	Dallas	P	P	P	E(R)	P	P	P	P	P	P	E	P
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	E(R)	E(R)	P	P	P	A	P
David Salazar (10/22)	TxDOT, FW	-	-	-	-	-	-	-	-	-	P	E(R)	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	E(R)	P	P	P	A(R)	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
January 2022 - December 2022

RTC MEMBER	Entity	1/13/22	2/10/22	3/10/22	4/14/22	5/12/22	6/9/22	7/14/22	8/18/22	9/8/2022	10/13/2022	11/10/2022	12/08/222
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	E(R)	P	A(R)	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	E	P	P	P	P	P	P	P	P
Chad West	Dallas	-	-	-	-	-	-	-	-	-	-	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	E	P	E(R)	E(R)	P	P	P	P	P	P
Michele Wong Krause	DART	P	P	P	P	P	E(R)	E(R)	P	P	P	E	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2021 - December 2022

STTC MEMBERS	Entity	12/3/21	1/28/22	2/25/22	3/25/22	4/22/22	5/27/22	06/24/22	07/22/22	08/26/22	9/23/2022	10/28/2022	12/2/2022
Joe Atwood	Hood County	*	*	*	*	*	*	*	A	A	A	A	A
Melissa Baker	Irving	*	*	*	*	*	*	*	A	P	P	A	P
Micah Baker	Dallas County	*	*	*	*	*	*	*	A	A	A	A	A
Bryan Beck	Grapevine	*	*	*	*	*	*	*	A	P	E	A	A
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	A	A	A	A	A
David Boski	Mansfield	*	*	*	*	*	*	*	P	P	P	P	P
Keith Brooks	Arlington	*	*	*	*	*	*	*	A	A	A	A	A
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	P	P	P	P	A
Tanya Brooks	DART	*	*	*	*	*	*	*	A	P	P	P	P
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	A	P	P	P	P
Robert Cohen	Southlake	*	*	*	*	*	*	*	A	A	A	A	A
Kent Collins	Coppell	*	*	*	*	*	*	*	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	P	P	P	P	P
Jackie Culton	Duncanville	--	--	--	--	--	--	--	P	A	A	P	A
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	P	P	P	P	P
Chad Davis	Wise County	*	*	*	*	*	*	*	P	A	A	P	P
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	A	P	P	P	P
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	P	P	P	A	P
Greg Dickens	Hurst	*	*	*	*	*	*	*	P	A	A	A	A
David Disheroon	Johnson County	*	*	*	*	*	*	*	A	A	A	A	A
Rebecca Diviney	Denton	*	*	*	*	*	*	*	P	P	P	P	E
Phil Dupler	FWTA	*	*	*	*	*	*	*	P	P	P	P	P
Chad Edwards	Trinity Metro	*	*	*	*	*	*	*	P	P	P	P	A
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	A	A	P	P	A
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	P	A	P	P	A
Chris Flanigan	Allen	*	*	*	*	*	*	*	P	P	P	P	P
Ann Foss	Arlington	*	*	*	*	*	*	*	P	P	P	P	P
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	A	A	P	A	?
Eric Gallt	Mesquite	--	--	--	--	--	--	*	P	P	P	P	A
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	E	P	P	P	A
Gary Graham	McKinney	*	*	*	*	*	*	*	P	P	P	P	A
Tom Hammons	Carrollton	*	*	*	*	*	*	*	A	A	P	P	P
Ron Hartline	The Colony	*	*	*	*	*	*	*	A	A	P	A	A
Shannon Hicks	Addison	*	*	*	*	*	*	*	A	A	A	A	A
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	P	A	P	P	P
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	P	P	P	P	P
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	P	P	P	P	A
Thuan Huynh	McKinney	*	*	*	*	*	*	*	P	P	A	P	P
Joel James	NTTA	--	--	--	*	*	*	*	A	P	P	A	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
December 2021 - December 2022

STTC MEMBERS	Entity	12/3/21	1/28/22	2/25/22	3/25/22	4/22/22	5/27/22	06/24/22	07/22/22	08/26/22	9/23/2022	10/28/2022	12/2/2022
Kelly Johnson	NTTA	*	*	*	*	*	*	*	P	A	P	A	P
Major L. Jones	Euless	--	--	--	--	--	--	--	--	--	--	A	P
Gus Khankarli	Dallas	*	*	*	*	*	*	*	P	P	P	P	P
Alonzo Liñán	Keller	*	*	*	*	*	*	*	A	A	A	A	A
Eron Linn	DART	*	*	*	*	*	*	*	A	P	E	P	P
Clay Lipscomb	Plano	*	*	*	*	*	*	*	P	P	A	P	A
Paul Luedtke	Garland	*	*	*	*	*	*	*	A	A	A	P	E
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	P	P	A	P	E
Chad Marbut	Weatherford	--	--	--	--	--	*	*	A	P	P	P	P
Alberto Mares	Ellis County	*	*	*	*	*	*	*	P	P	P	P	P
Wes McClure	Mesquite	*	*	*	*	*	*	*	P	P	P	P	P
Brian Moen	Frisco	*	*	*	*	*	*	*	P	P	P	P	A
Mark Nelson	Richardson	*	*	*	*	*	*	*	P	A	P	E	P
Jim O'Connor	Irving	*	*	*	*	*	*	*	P	P	P	P	P
Eric Oscarson	Burleson	--	--	--	--	--	--	--	P	A	A	A	A
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	A	A	A	A	A
Kevin Overton	Dallas	*	*	*	*	*	*	*	A	P	P	P	P
Tim Palermo	DCTA	*	*	*	*	*	*	*	P	P	A	P	P
Dipak Patel	Lancaster	*	*	*	*	*	*	*	P	P	P	A	A
Martin Phillips	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
John Polster	Denton County	*	*	*	*	*	*	*	P	P	P	P	A
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	P	P	P	E	P
Tim Porter	Wylie	*	*	*	*	*	*	*	P	P	P	A	P
Lauren Prieur	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	P	P	P	A	P
Kathryn Rush	Dallas	*	*	*	*	*	*	*	A	A	A	P	P
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	A	A	A	A	A
David Salmon	Lewisville	*	*	*	*	*	*	*	A	P	A	P	P
Kay Shelton	DART	--	--	--	--	--	--	--	A	P	A	P	P
Brian Shewski	Plano	*	*	*	*	*	*	*	P	P	P	P	P
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	P	P	E	P	P
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	A	P	P	P	P
Caleb Thornhill	Plano	*	*	*	*	*	*	*	A	P	P	A	A
Press Tompkins	Greenville	*	*	*	*	*	*	*	A	A	A	A	A
Logan Tucker	Duncanville	--	--	--	--	--	--	*	A	A	A	A	A
Gregory Van	Haltom City	*	*	*	*	*	*	*	P	P	P	A	P
Daniel Vedral	Irving	*	*	*	*	*	*	*	A	P	P	P	P
Caroline Waggoner	North Richland	*	*	*	*	*	*	*	A	P	A	P	A
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	P	A	P	P	A
Larry Wright	Colleyville											A	A
Jamie Zech	TCEQ	*	*	*	*	*	*	*	A	A	A	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.