

## **ADMINISTRATIVE REVISIONS TO**

### *MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS*

Revisions based on NCTCOG staff review,  
transportation partner comments, and/or  
public comments.

**April 2026**

# Mobility 2050

## April 2026 Project Listing Corrections

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

Appendix E: Mobility Options, Page 97

**IH 20 from East of Gilbert Pit Road (Palo Pinto County Line) to Spur 312 (FT 30.10.1)**

Change '2050 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 2/4 (Frtg-C)'.

Change '2040 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 2/4 (Frtg-C)'.

Appendix E: Mobility Options, Page 98

**IH 20 from FM 1382 to Spur 208 (FT 30.80.3)**

Change '2035 Lanes' from '8 (Frwy), 4/6 (Frtg-C)' to '8 (Frwy)'.

Appendix E: Mobility Options

**US 287 from IH 30 to IH 35W (FT 52.10.1)**

Add Project to Mobility 2050.

Appendix E: Mobility Options

**IH 30 from IH 35E (West) to IH 35E (East) (FT 28.50.6)**

Add Project to Mobility 2050.

Appendix E: Mobility Options, Page 99

**IH 30 from Cesar Chavez Blvd to IH 45 (FT 28.60.2)**

Change '2026 Lanes' from '7 (Frwy) + 1 (HOV-R), 2/4 (Frtg-D)' to '7 (Frwy) + 1 (HOV-R)'.

Change '2035 Lanes' from '8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)' to '8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)'.

Change '2050 Lanes' from '8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)' to '8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)'.

Change '2040 Lanes' from '8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)' to '8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)'.

Appendix E: Mobility Options, Page 101

**IH 35 from State Loop 288 (North of Denton) to US 380 (FT 3.20.2)**

Change '2035 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 4 (Frtg-C)'.

Change '2050 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 4 (Frtg-C)'.

Change '2040 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 4 (Frtg-C)'.

Appendix E: Mobility Options, Page 102

**IH 35E from Oak Lawn Avenue to Woodall Rodgers Freeway/Spur 366** (FT 7.60.6)

Change '2050 Lanes' from '11 (Frwy) + 4 CD, 4/6 (Frtg-D)' to '11 (Frwy) + 4 CD, 2/3 SB (Frtg-D)'.

Change '2040 Lanes' from '11 (Frwy) + 4 CD, 4/6 (Frtg-D)' to '11 (Frwy) + 4 CD, 2/3 SB (Frtg-D)'.

Appendix E: Mobility Options, Page 105

**Collin County Loop from SH 289/Preston Road to US 75** (FT 110.25.1)

Change '2050 Lanes' from '6 (Frwy), 4 (Frtg-C)' to '6 (Frwy), 4/6 (Frtg-C)'.

Appendix E: Mobility Options, Page 105

**Collin County Loop from US 380/FM 547 to CR 637** (FT 111.10.1)

Change '2035 Lanes' from '' to '2 (Frtg-C)'.

Change 'From' from 'US 380/FM 547' to 'Future US 380 Bypass/FM 547'.

Appendix E: Mobility Options, Page 106

**Collin County Loop from CR 637 to FM 2755/CR 588 Birch Street** (FT 111.10.2)

Change 'To' from 'FM 2755/CR 588 Birch Street' to 'County Line Road (North of SH 66)'.

Change '2035 Lanes' from '4 (Frtg-C)' to '2 (Frtg-C)'.

Appendix E: Mobility Options, Page 106

**Rockwall County Loop from FM 2755/CR 588 Birch Street to IH 30** (FT 111.10.3)

Change 'From' from 'FM 2755/CR 588 Birch Street' to 'County Line Road (North of SH 66)'.

Appendix E: Mobility Options, Page 109

**IH 20 from IH 820 to US 287** (FT 30.50.1)

Change '2035 Lanes' from '10 (Frwy) + 8 CD, 4 (Frtg-C)' to '10 (Frwy) + 8 CD, 4/8 (Frtg-C)'.

Change '2050 Lanes' from '10 (Frwy) + 8 CD, 4 (Frtg-C)' to '10 (Frwy) + 8 CD, 4/8 (Frtg-C)'.

Change '2040 Lanes' from '10 (Frwy) + 8 CD, 4 (Frtg-C)' to '10 (Frwy) + 8 CD, 4/8 (Frtg-C)'.

Appendix E: Mobility Options, Page 110

**IH 30 from State Loop 12 to Cockrell Hill Avenue** (FT 28.50.3)

Change '2035 Lanes' from '8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D)' to '8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)'.

Appendix E: Mobility Options, Page 110

**State Loop 288 from IH 35 to East of FM 428** (FT 100.20.1)

Change '2026 Lanes' from '4 (Frtg-C)' to 'Removed'.

Change '2035 Lanes' from '4 (Frtg-C)' to 'Removed'.

Appendix E: Mobility Options, Page 110

**State Loop 288 from East of FM 428 to Kings Row** (FT 100.20.2)

Change '2050 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 4 (Frtg-C)'.

Change '2040 Lanes' from '6 (Frwy), 4/6 (Frtg-C)' to '6 (Frwy), 4 (Frtg-C)'.

# Mobility 2050

## April 2026 Project Listing Corrections

### *Regionally Significant Arterials Improvements Summary*

Appendix E: Mobility Options, Page 119

**Outer Loop from US 380/FM 547 to CR 637** (RSA 1.742.150)

Change '2035 Lanes' from '0' to '2 (Frtg)'.

Appendix E: Mobility Options, Page 119

**Outer Loop from CR 637 to FM 2755** (RSA 1.742.200)

Change 'To' from 'FM 2755' to 'County Line Road (North of SH 66)'.

Change '2035 Lanes' from '2/2 (Frtg)' to '2 (Frtg)'.

Appendix E: Mobility Options, Page 120

**US 380 from CR 560 to CR 608 Hamilton Street** (RSA 2.225.680)

Change '2035 Lanes' from 'N/A' to '4'.

Change 'Total Project Cost (YOE)' from 'w/ FT 2.50.2' to 'w/ FT 2.140.1'.

Appendix E: Mobility Options, Page 120

**US 380 Audie Murphy from S Main Street to West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line)** (RSA 2.225.700)

Change 'Total Project Cost (YOE)' from 'w/ FT 2.50.2' to 'w/ FT 2.140.1'.

Appendix E: Mobility Options, Page 121

**Cesar Chavez Blvd from Commerce Street to Crockett Street** (RSA 1.590.200)

Change '2035 Lanes' from '6' to '8'.

Appendix E: Mobility Options, Page 123

**State Loop 288 from IH 35 to East of FM 428** (RSA 2.190.300)

Change '2026 Lanes' from '2/2 (Frtg)' to '2/2'.

Change '2035 Lanes' from '2/2 (Frtg)' to '2/2'.

Appendix E: Mobility Options, Page 124

**US 77 Elm Street from Ferris Avenue to FM 66 (RSA 1.580.300)**

Project Removed.

Appendix E: Mobility Options, Page 124

**US 77 from FM 66 to GM 877 (RSA 1.580.300)**

Project Removed.

Appendix E: Mobility Options, Page 124

**SH 205 from Alamo Road to Kaufman Street (RSA 1.715.350)**

Change '2026 Lanes' from '2/3' to '3/2'.

Change '2035 Lanes' from '2/3' to '3/2'.

Appendix E: Mobility Options, Page 124

**Outer Loop from FM 2755 to IH 30 (RSA 1.742.250)**

Change 'From' from 'FM 2755' to 'County Line Road (North of SH 66)'.

Appendix E: Mobility Options, Page 129

**Cheek Sparger Road from SH 121 to Mid Cities Blvd (RSA 2.415.460)**

Change 'To' from 'Mid Cities Blvd' to 'FM 157 / Industrial Blvd'.

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
01 - Chisholm Trail Parkway	FT 31.20.3	Chisholm Trail Parkway	FM 1187	US 67	2 (Toll)	4 (Toll)	4 (Toll)	4 (Toll)		\$265,000,000
02 - DNT Extension	FT 21.10.1	Dallas North Tollway	CR 60 (Grayson County Line)	FM 428			6 (Toll),	8 (Toll),		\$1,190,000,000
02 - DNT Extension	FT 21.10.2	Dallas North Tollway	FM 428	US 380	2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)	6 (Frtg-C)		\$558,000,000
02 - DNT Extension	FT 21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Frtg-C)	6 (Toll),	8 (Toll),	8 (Toll),		\$121,000,000
03 - IH 20 (Parker County)	FT 30.10.1	IH 20	East of Gilbert Pit Road (Palo Pinto County Line)	Spur 312	4 (Frwy),	4 (Frwy),	6 (Frwy),	6 (Frwy),		\$326,000,000
03 - IH 20 (Parker County)	FT 30.10.2	IH 20	Spur 312	Ric Williamson Memorial Highway	2/4 (Frtg-D)	2/4 (Frtg-D)	2/4 (Frtg-C)	2/4 (Frtg-C)		\$361,000,000
03 - IH 20 (Parker County)	FT 30.10.3	IH 20	Ric Williamson Memorial Highway	SH 171	4 (Frwy),	4 (Frwy),	6 (Frwy),	6 (Frwy),	Addition of Frontage Roads, Operational Improvements	\$361,000,000
03 - IH 20 (Parker County)	FT 30.10.4	IH 20	SH 171	US 180	2/6 (Frtg-D)	2/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/FT 30.10.2
03 - IH 20 (Parker County)	FT 30.10.5	IH 20	US 180	IH 30	4 (Frwy),	4 (Frwy),	6 (Frwy),	6 (Frwy),	Addition of Frontage Roads, Operational Improvements	\$486,000,000
04 - IH 20 East Tarrant County	FT 9.40.1	SH 360	IH 20	Sublett Road	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)		\$494,000,000
					6 (Frwy),	6 (Frwy),	8 (Frwy),	8 (Frwy),		\$494,000,000
					4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)		\$494,000,000
					4 (Frwy),	6 (Frwy),	6 (Frwy),	6 (Frwy),		w/FT 30.60.2
					4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		w/FT 30.60.2

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled 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.

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
04 - IH 20 East Tarrant County	FT 30.60.2	IH 20	Park Springs Blvd	Matlock Road	8 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements	\$1,020,000,000
04 - IH 20 East Tarrant County	FT 30.60.3	IH 20	Matlock Road	SH 360	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/FT 30.60.2
04 - IH 20 East Tarrant County	FT 30.70.1	IH 20	SH 360	Great Southwest Parkway	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	w/FT 30.60.2
05 - IH 20 (Dallas County)	FT 30.70.2	IH 20	Great Southwest Parkway	PGBT WE (SH 161)	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	w/FT 30.60.2
05 - IH 20 (Dallas County)	FT 30.80.1	IH 20	PGBT WE (SH 161)	Robinson Road	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	\$100,000,000
05 - IH 20 (Dallas County)	FT 30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements	w/FT 30.80.1
05 - IH 20 (Dallas County)	FT 30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/FT 30.80.1
06 - IH 30 West Freeway	FT 28.10.3	IH 30	Spur 580/Camp Bowie West 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)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	\$183,000,000
06 - IH 30 West Freeway	FT 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)		\$1,650,000,000
07 - IH 30 (East Tarrant County)	FT 28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)		w/FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.30.2	IH 30	US 287	Oakland Blvd	8 (Frwy)	8 (Frwy)	10 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)		w/FT 28.30.3

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
07 - IH 30 (East Tarrant County)	FT 28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		\$3,950,000,000
07 - IH 30 (East Tarrant County)	FT 28.30.5	IH 30	IH 820	Cooks Lane	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4 CD	10 (Frwy) + 4 CD		w/FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.1	IH 30	Cooks Lane	NW Green Oaks Blvd	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4/6 CD	10 (Frwy) + 4/6 CD		w/FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.2	IH 30	NW Green Oaks Blvd	Cooper Street	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4/6 (Frtg-C)	10 (Frwy) + 4/6 (Frtg-C)		w FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.3	IH 30	Cooper Street	Duncan Perry Road	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)		w/FT 28.40.4
07 - IH 30 (East Tarrant County)	FT 28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)		\$326,000,000
07 - IH 30 (East Tarrant County)	FT 52.10.1	US 287	IH 30	IH 35W	6 (Frwy) + 2 (ML/T-C), 2 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/4 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/4(Frtg-D)	Operational Improvements	w/FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 151.20.2	IH 820	Randol Mill Road	IH 30	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements	w/FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 151.30.1	IH 820	IH 30	Meadowbrook Drive	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements	w/FT 28.30.3
08 - IH 30 Canyon	FT 28.50.6	IH 30	IH 35E (West)	IH 35E (East)	5 (Frwy) + 5/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD		w/FT 28.60.1

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08 - IH 30 Canyon	FT 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)		\$738,000,000
08 - IH 30 Canyon	FT 28.60.2	IH 30	Cesar Chavez Blvd	IH 45	7 (Frwy) + 1 (HOV-R)	8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-C)		w/FT 28.60.1
09 - IH 30 East Corridor	FT 28.60.3	IH 30	IH 45	Ferguson Road	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)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)		\$1,670,000,000
09 - IH 30 East Corridor	FT 28.70.1	IH 30	Ferguson Road	US 80	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)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		w/FT 28.60.3
09 - IH 30 East Corridor	FT 28.70.2	IH 30	US 80	Motley Drive	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)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		w/FT 28.60.3
09 - IH 30 East Corridor	FT 28.70.3	IH 30	Motley Drive	IH 635	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)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		w/FT 28.60.3
09 - IH 30 East Corridor	FT 28.70.5	IH 30	IH 635	Bobtown Road	8 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		\$478,000,000
10 - IH 30 (Rockwall County)	FT 28.90.1	IH 30	Dalrock Road (Dallas County Line)	SH 205	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$399,000,000
10 - IH 30 (Rockwall County)	FT 28.90.2	IH 30	SH 205	West of 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)		w/FT 28.90.1
11 - IH 30 (Hunt County)	FT 28.100.1	IH 30	West of FM 2642 (Hunt County Line)	SH 34	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$485,000,000
11 - IH 30 (Hunt County)	FT 28.100.2	IH 30	SH 34	Spur 302	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$89,400,000

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
11 - IH 30 (Hunt County)	FT 28.100.3	IH 30	Spur 302	East of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)		\$100,000,000
12 - IH 345	FT 25.10.1	IH 345	US 75/Woodall Rodgers Freeway/Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$2,220,000,000
13 - IH 35	FT 3.10.1	IH 35	North of Chisam Road (Cooke/Denton County Line)	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)		\$1,670,000,000
13 - IH 35	FT 3.20.1	IH 35	FM 156	State Loop 288 (North of Denton)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 3.10.1
13 - IH 35	FT 3.20.2	IH 35	State Loop 288 (North of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/FT 3.10.1
13 - IH 35	FT 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), 4/8 (Frtg-C)		w/FT 3.10.1
14 - IH 35E (North)	FT 7.10.1	IH 35E	IH 35/IH 35W	US 377 (South of Denton)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$382,000,000
14 - IH 35E (North)	FT 7.10.2	IH 35E	US 377 (South of Denton)	US 77	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		w/FT 7.10.1
14 - IH 35E (North)	FT 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)		w/FT 7.10.1
14 - IH 35E (North)	FT 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)		w/FT 7.10.1

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March 6, 2026

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14 - IH 35E (North)	FT 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)		w/FT 7.10.1
14 - IH 35E (North)	FT 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)		w/FT 7.10.1
14 - IH 35E (North)	FT 7.20.1	IH 35E	SRT (SH 121)	President George Bush Turnpike	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)		w/FT 7.10.1
14 - IH 35E (North)	FT 7.30.1	IH 35E	PGBT	IH 635	8 (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)		w/FT 7.10.1
15 - IH 35E (Stemmons)	FT 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), 2/3 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)		\$594,000,000
15 - IH 35E (Stemmons)	FT 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)		w/FT 7.50.1
16 - IH 35E (Lower Stemmons)	FT 7.50.2	IH 35E	Spur 482/Storey Lane	SH 183/Mockingbird Lane	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		w/FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 7.60.1	IH 35E	SH 183/Mockingbird Lane	Inwood Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)		\$2,000,000,000
16 - IH 35E (Lower Stemmons)	FT 7.60.2	IH 35E	Inwood Blvd	Medical District Drive	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)		w/FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 7.60.4	IH 35E	Medical District Drive	Market Center Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)		w/FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 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)		w/FT 7.60.1

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March 6, 2026

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17 - IH 35E (Lowest Stemmons)	FT 7.60.6	IH 35E	Oak Lawn Avenue	Woodall Rodgers Freeway/Spur 366	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 4 CD, 2/3 SB (Frtg-D)		\$173,000,000
17 - IH 35E (Lowest Stemmons)	FT 7.70.1	IH 35E	Woodall Rodgers Freeway/Spur 366	IH 30	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/4 CD, 2/6 (Frtg-D)		w/FT 7.60.6
18 - IH 35W (North)	FT 5.10.1	IH 35W	IH 35W/IH 35E	State Loop 288/FM 2499 (South of Denton)	4 (Frwy), 2 SB (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/FT 5.10.2
18 - IH 35W (North)	FT 5.10.2	IH 35W	State Loop 288/FM 2449 (South of Denton)	SH 114	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$685,000,000
18 - IH 35W (North)	FT 5.20.1	IH 35W	SH 114	Eagle Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 5.10.2
19 - IH 35W (South)	FT 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)		\$1,210,000,000
19 - IH 35W (South)	FT 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)		w/FT 5.80.1
19 - IH 35W (South)	FT 5.90.1	IH 35W	SH 174 (Tarrant County Line)	Hidden Creek Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,360,000,000
19 - IH 35W (South)	FT 5.90.2	IH 35W	Hidden Creek Parkway	FM 917	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 5.90.1
19 - IH 35W (South)	FT 5.100.1	IH 35W	FM 917	CR 401	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)		w/FT 5.90.1

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March 6, 2026

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20 - IH 820 (Northwest)	FT 14.20.8	SH 199	Azle Avenue	IH 820		4 (Frwy),	4 (Frwy),	6 (Frwy),		w/FT 153.20.4
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)		
20 - IH 820 (Northwest)	FT 153.20.1	IH 820	IH 30	Las Vegas Trail	6 (Frwy),	6 (Frwy),	10 (Frwy),	10 (Frwy),		\$618,000,000
					4 (Frtg-C)	4 (Frtg-C)	4/6 (Frtg-C)	4/6 (Frtg-C)		
20 - IH 820 (Northwest)	FT 153.20.2	IH 820	Las Vegas Trail	Navajo Trail	8 (Frwy),	8 (Frwy),	10 (Frwy),	10 (Frwy),		w/FT 153.20.1
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)		
20 - IH 820 (Northwest)	FT 153.20.3	IH 820	Navajo Trail	Marine Creek Parkway	6 (Frwy),	8 (Frwy) +	10 (Frwy) +	10 (Frwy) +		\$1,610,000,000
					4/6 (Frtg-D)	4 CD, 4/6 (Frtg-D)	4 CD, 4/6 (Frtg-D)	4 CD, 4/6 (Frtg-D)		
20 - IH 820 (Northwest)	FT 153.20.4	IH 820	Marine Creek Parkway	IH 35W	6 (Frwy),	6 (Frwy),	10 (Frwy),	10 (Frwy),		\$989,000,000
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)		
21 - North Tarrant Express (3)	FT 5.20.2	IH 35W	Eagle Parkway	US 81/287	4 (Frwy) + 4 (ML/T-C),	4 (Frwy) + 4 (ML/T-C),	6 (Frwy) + 4 (ML/T-C),	6 (Frwy) + 4 (ML/T-C),		\$368,000,000
					4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)		
21 - North Tarrant Express (3)	FT 5.40.1	IH 35W	US 81/287	Basswood Blvd	4 (Frwy) + 4 (ML/T-C),	4 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),		\$170,000,000
					4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)	4/8 (Frtg-C)		
21 - North Tarrant Express (3)	FT 5.40.2	IH 35W	Basswood Blvd	IH 820	4 (Frwy) + 4 (ML/T-C),	4 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 6 (ML/T-C),	8 (Frwy) + 6 (ML/T-C),		w/FT 5.40.1
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)		
21 - North Tarrant Express (3)	FT 5.50.1	IH 35W	IH 820	SH 183	4 (Frwy) + 4 (ML/T-C),	4 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),		w/FT 5.60.1
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)		
21 - North Tarrant Express (3)	FT 5.50.2	IH 35W	SH 183	SH 121	6 (Frwy) + 4 (ML/T-C),	6 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),	8 (Frwy) + 4 (ML/T-C),		w/FT 5.60.1
					4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-C)	4/6 (Frtg-C)		
21 - North Tarrant Express (3)	FT 5.60.1	IH 35W	SH 121	IH 30	8 (Frwy) + 2 (ML/T-C),	8 (Frwy) + 2 (ML/T-C),	8 (Frwy) + 2 (ML/T-C) + 8 CD,	8 (Frwy) + 2 (ML/T-C) + 8 CD,		\$1,980,000,000
					1/2 NB (Frtg-D)	1/2 NB (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)		

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22 - North Tarrant Express (1 & 2)	FT 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)		\$93,800,000
22 - North Tarrant Express (1 & 2)	FT 22.10.1	SH 183	SH 121	FM 157	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		w/FT 22.10.2
22 - North Tarrant Express (1 & 2)	FT 22.10.2	SH 183	FM 157	SH 360	6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)		\$1,190,000,000
22 - North Tarrant Express (1 & 2)	FT 22.20.1	SH 183	SH 360	President George Bush Turnpike	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)		w/FT 22.10.2
22 - North Tarrant Express (1 & 2)	FT 150.20.1	IH 820	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
22 - North Tarrant Express (1 & 2)	FT 150.20.2	IH 820	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)		w/FT 150.20.1
23 - Midtown Express	FT 22.30.1	SH 183	PGBT WE (SH 161)	SH 356/Belt Line Road	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	\$729,000,000
23 - Midtown Express	FT 22.30.2	SH 183	SH 356/Belt Line Road	State Loop 12	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		\$364,000,000
23 - Midtown Express	FT 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)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		w/FT 7.60.1
23 - Midtown Express	FT 22.40.3	SH 183	Empire Central	IH 35E	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 4 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 CD, 4/6 (Frtg-C)		w/FT 7.60.1

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
24 - Outer Loop (North)	FT 110.10.1	Denton County Loop (Greenbelt Parkway)	IH 35	Dallas North Tollway		2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,250,000,000
24 - Outer Loop (North)	FT 110.20.1	Collin County Loop	Dallas North Tollway	SH 289/Preston Road	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		\$2,550,000,000
24 - Outer Loop (North)	FT 110.25.1	Collin County Loop	SH 289/Preston Road	US 75	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 110.20.1
24 - Outer Loop (North)	FT 110.30.1	Collin County Loop	US 75	SH 121	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		w/FT 110.20.1
25 - Outer Loop (East)	FT 110.30.5	Collin County Loop	CR 655	US 380/FM 547		2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)		w/FT 111.10.1
25 - Outer Loop (East)	FT 111.10.1	Collin County Loop	Future US 380 Bypass/FM 547	CR 637		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$2,690,000,000
25 - Outer Loop (East)	FT 111.10.2	Collin County Loop	CR 637	County Line Road (North of SH 66)		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		w/FT 111.10.1
25 - Outer Loop (East)	FT 111.10.3	Rockwall County Loop	County Line Road (North of SH 66)	IH 30		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$1,620,000,000
25 - Outer Loop (East)	FT 111.20.1	Rockwall County Loop	IH 30	SH 205		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		w/FT 111.10.3
25 - Outer Loop (East)	FT 111.30.1	Kaufman County Loop	SH 205	FM 148		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$1,890,000,000
26 - PGBT (Northeast)	FT 121.10.3	PGBT	SH 78	IH 30	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)		\$170,000,000

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March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
27 - PGBT (East Branch)	FT 39.10.1	PGBT	IH 30/PGBT	IH 20		6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)		\$2,060,000,000
28 - SE Dallas Y-Connector	FT 30.80.12	IH 20	St Augustine Drive	US 175	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 30.90.1
28 - SE Dallas Y-Connector	FT 30.90.1	IH 20	US 175	IH 635	8 (Frwy)	8 (Frwy)	8 (Frwy)	10 (Frwy) + 6 CD, 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	\$3,730,000,000
28 - SE Dallas Y-Connector	FT 30.90.2	IH 20	IH 635	Seagoville Road	6 (Frwy)	6 (Frwy)	6 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 30.90.1
28 - SE Dallas Y-Connector	FT 36.10.3	US 175	Prairie Creek Road	IH 20	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	7 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 30.90.1
28 - SE Dallas Y-Connector	FT 36.20.1	US 175	IH 20	Belt Line Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	7 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 30.90.1
28 - SE Dallas Y-Connector	FT 131.20.2	IH 635	US 80	IH 20	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements	w/FT 30.90.1
29 - SH 114 (Denton County)	FT 12.20.3	SH 114	FM 156	Double Eagle Blvd	4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$247,000,000
29 - SH 114 (Denton County)	FT 12.20.4	SH 114	Double Eagle Blvd	IH 35W	6 (Frtg-C)	6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 12.20.3
29 - SH 114 (Denton County)	FT 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)		\$30,000,000

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

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FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
30 - SH 114 (Tarrant County)	FT 12.30.3	SH 114	Trophy Lake Drive	Kirkwood Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/FT 12.30.4
30 - SH 114 (Tarrant County)	FT 12.30.4	SH 114	Kirkwood Blvd	Park Blvd	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$182,000,000
31 - SH 161/SH 360 Toll Connector	FT 41.10.1	SH 360/SH 161 Connector	PGBT WE (SH 161)	SH 360/Sublett Road		4 CD (Toll)	4 CD (Toll)	4 CD (Toll)		\$417,000,000
32 - SH 170	FT 10.10.5	SS 170	South of Transport Drive	SH 170		2 CD	2 CD	2 CD		\$143,000,000
32 - SH 170	FT 10.20.1	SH 170	IH 35W	Roanoke Road	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$124,000,000
32 - SH 170	FT 10.30.1	SH 170	Roanoke Road	SH 114	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)		w/FT 10.20.1
33 - SH 360 (North)	FT 9.10.2	SH 360	Stone Myers Parkway/SH 121	Mid Cities Blvd	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	\$217,000,000
33 - SH 360 (North)	FT 9.10.3	SH 360	Mid Cities Blvd	SH 183	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/FT 9.10.2
33 - SH 360 (North)	FT 9.20.1	SH 360	SH 183	Trinity Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	\$470,000,000
33 - SH 360 (North)	FT 9.20.2	SH 360	Trinity Blvd	Brown Blvd/Avenue K Parkway	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 9.20.1
33 - SH 360 (North)	FT 9.20.3	SH 360	Brown Blvd/Avenue K Parkway	IH 30	6 (Frwy), 6 (Frtg-C)	6 (Frwy), 6 (Frtg-C)	6 (Frwy), 6 (Frtg-C)	8 (Frwy), 6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/FT 9.20.1

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March 6, 2026

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33 - SH 360 (North)	FT 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)		\$121,000,000
34 - SH 360 Toll Road	FT 9.40.2	SH 360	Sublett Road	Debbie Lane	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		\$433,000,000
34 - SH 360 Toll Road	FT 9.40.3	SH 360	Debbie Lane	Broad Street	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		w/FT 9.40.2
34 - SH 360 Toll Road	FT 9.40.4	SH 360	Broad Street	Heritage Parkway	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		w/FT 9.40.2
34 - SH 360 Toll Road	FT 9.40.5	SH 360	Heritage Parkway	US 287	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)		w/FT 9.40.2
35 - SH 360 Toll Road Extension	FT 9.50.1	SH 360	US 287	US 67		4 (Frtg-C)	4 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		\$293,000,000
36 - Southeast Connector (Tarrant)	FT 1.50.3	US 287	Berry Street	Village Creek	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	Operational Improvements	w/FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 1.50.4	US 287	Village Creek	IH 820 (US 287)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$626,000,000
36 - Southeast Connector (Tarrant)	FT 1.60.1	US 287	IH 20	Sublett Road	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 30.40.2	IH 20	Forest Hill Drive	IH 820	8 (Frwy), 4/6 (Frtg-D)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)		w/FT 1.50.4

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36 - Southeast Connector (Tarrant)	FT 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)		w/FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 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)		\$209,000,000
36 - Southeast Connector (Tarrant)	FT 151.30.2	IH 820	Meadowbrook Drive	US 287	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 151.40.1	IH 820	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)		w/FT 1.50.4
37 - Spur 399	FT 4.10.1	Spur 399	US 75	SH 5	4 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$57,800,000
37 - Spur 399	FT 4.15.1	Spur 399 Extension	SH 5	Stewart Road	4 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$105,000,000
37 - Spur 399	FT 4.20.1	Spur 399 Extension	Stewart Road	US 380		8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		\$1,300,000,000
38 - State Loop 12	FT 17.20.1	State Loop 12	SH 183	SH 356	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		\$1,500,000,000
38 - State Loop 12	FT 17.20.2	State Loop 12	SH 356	IH 30	8 (Frwy), 4 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		w/FT 17.20.1
38 - State Loop 12	FT 17.30.1	State Loop 12	IH 30	Spur 408	8 (Frwy), 4 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		w/FT 17.20.1
38 - State Loop 12	FT 28.50.3	IH 30	State Loop 12	Cockrell Hill Avenue	8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)		w/FT 17.20.1

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39 - State Loop 288 (East)	FT 100.20.1	State Loop 288	IH 35	East of FM 428			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$378,000,000
39 - State Loop 288 (East)	FT 100.20.2	State Loop 288	E of FM 428	Kings Row			6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		\$171,000,000
39 - State Loop 288 (East)	FT 100.20.3	Spur 288	Kings Row	US 380			6 (Frwy)	6 (Frwy)		\$271,000,000
40 - State Loop 288 (West)	FT 100.10.1	State Loop 288	IH 35 (North of Denton)	US 380 (West of Denton)		4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$163,000,000
40 - State Loop 288 (West)	FT 103.10.1	State Loop 288	John Paine Road	US 380 (West of Denton)		4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$160,000,000
40 - State Loop 288 (West)	FT 103.10.2	State Loop 288	IH 35W (South of Denton)	John Paine Road	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$32,600,000
41 - State Loop 9	FT 6.20.1	State Loop 9	US 67	IH 35E		2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		\$1,290,000,000
41 - State Loop 9	FT 6.30.1	State Loop 9	IH 35E	IH 45	2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		w/FT 6.20.1
41 - State Loop 9	FT 6.40.1	State Loop 9	IH 45	US 175			2 (Frtg-C)	6 (Frtg-C)		w/FT 6.20.1
41 - State Loop 9	FT 6.50.1	State Loop 9	US 175	IH 20			2 (Frtg-C)	6 (Frtg-C)		w/FT 6.20.1

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
42 - US 175 (Dallas County)	FT 36.10.1	US 175	SH 310	Lake June Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements	\$303,000,000
43 - US 175 (Kaufman County)	FT 36.30.1	US 175	State Loop 9 (Dallas County Line)	FM 148	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	\$2,970,000,000
43 - US 175 (Kaufman County)	FT 36.30.2	US 175	FM 148	CR 4106	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/FT 36.30.1
43 - US 175 (Kaufman County)	FT 36.30.3	US 175	CR 4106	FM 1390	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/FT 36.30.1
43 - US 175 (Kaufman County)	FT 36.30.4	US 175	FM 1390	SH 34	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/FT 36.30.1
44 - US 287 (North)	FT 1.40.1	US 287	South of Ramhorn Hill Road (Wise County Line)	South of Avondale Haslet Road	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	\$179,000,000
44 - US 287 (North)	FT 1.40.2	US 287	South of Avondale Haslet Road	IH 35W	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	\$1,280,000,000
45 - US 287 (South)	FT 1.80.2	US 287	St Paul Road	Prairie Ridge Blvd		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$239,000,000
45 - US 287 (South)	FT 1.90.1	US 287	Prairie Ridge Blvd	West of US 67		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$170,000,000
45 - US 287 (South)	FT 1.100.2	US 287	Midlothian Parkway	BU 287 (West of Waxahachie)		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$451,000,000
45 - US 287 (South)	FT 1.110.2	US 287	FM 878/Wyatt Street	BU 287 (East of Waxahachie)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$245,000,000

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
45 - US 287 (South)	FT 1.110.3	US 287	BU 287 (East of Waxahachie)	0.3 Miles West of Old Boyce Road			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$66,500,000
45 - US 287 (South)	FT 1.110.4	US 287	0.3 Miles West of Old Boyce Road	0.3 Miles East of Cooke Road		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		\$139,000,000
45 - US 287 (South)	FT 1.110.5	US 287	0.3 Miles East of Cooke Road	BU 287 (West Ennis)				4 (Frwy), 4 (Frtg-C)		\$88,200,000
46 - US 380 Freeway	FT 2.40.5	US 380	Teel Parkway/ Championship Drive	Legacy Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 2.50.1
46 - US 380 Freeway	FT 2.50.1	US 380	Legacy Drive	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,090,000,000
46 - US 380 Freeway	FT 2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$398,000,000
46 - US 380 Freeway	FT 2.80.1	US 380 McKinney Bypass	Lakewood Drive	University Drive (West of McKinney)		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$729,000,000
46 - US 380 Freeway	FT 2.90.1	US 380 McKinney Bypass	University Drive (West of McKinney)	US 75		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$1,570,000,000
46 - US 380 Freeway	FT 2.100.1	US 380 McKinney Bypass	US 75	Future SS 399 Extension/University Drive		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$1,800,000,000
46 - US 380 Freeway	FT 2.110.1	US 380	Future SS 399 Extension/University Drive	CR 330		10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		\$230,000,000

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
46 - US 380 Freeway	FT 2.110.2	US 380	CR 330	E of CR 406		10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		\$658,000,000
46 - US 380 Freeway	FT 2.120.1	US 380 Princeton Bypass	East of CR 406	Princeton Drive (East of Princeton)		8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		\$658,000,000
46 - US 380 Freeway	FT 2.130.1	US 380	Princeton Drive (East of Princeton)	CR 560		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$941,000,000
46 - US 380 Freeway	FT 2.140.1	US 380 Farmersville Bypass	CR 560	West of CR 698/CR 699/Audie Murphy			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 2.130.1
46 - US 380 Freeway	FT 2.140.2	US 380 Farmersville Bypass	West of CR 698/CR 699/Audie Murphy	East of CR 698/CR 699/Audie Murphy (Hunt County Line)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		w/FT 2.130.1
47 - US 75 (North)	FT 23.20.1	US 75	Melissa Road	SH 121 (North)	6 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)		\$202,000,000
48 - US 80	FT 32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,670,000,000
48 - US 80	FT 32.10.2	US 80	IH 635	Belt Line Road	4 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/FT 32.10.1
48 - US 80	FT 32.10.3	US 80	Belt Line Road	FM 460	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/FT 32.10.1
48 - US 80	FT 32.10.4	US 80	FM 460	FM 548	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/FT 32.10.1
48 - US 80	FT 32.10.5	US 80	FM 548	Spur 557	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/FT 32.10.1

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

March 6, 2026

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
48 - US 80	FT 34.10.1	Spur 557	US 80	IH 20	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/FT 32.10.1

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# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.557.200	NTTA	Collin	Dallas Parkway**	CR 60	FM 428	2 (Frtg)	2 (Frtg)	N/A	N/A	w/FT 21.10.1	Capacity
RSA 1.557.250	NTTA	Collin	Dallas Parkway**	FM 428	North of US 380	2/2 (Frtg)	N/A	N/A	N/A	w/FT 21.10.2	Capacity
RSA 1.605.200	TxDOT Dallas	Collin	SH 289 Preston Road	CR 107/CR 60	BU 289	2	4	6	6	\$33,100,000	Capacity
RSA 1.605.475	TxDOT Dallas	Collin	SH 289 Preston Road	Mapleshade Drive	Frankford Road	6	8	8	8	\$5,500,000	Capacity
RSA 1.645.200	TxDOT Dallas	Collin	Shiloh Road/Spring Creek Parkway	Parker Road	FM 544 14th Street	2	4	4	4	\$15,300,000	Capacity
RSA 1.645.210	TxDOT Dallas	Collin	Shiloh Road	FM 544 14th Street	Renner Road	6	6	6	4	\$8,730,000	Capacity
RSA 1.660.225	TxDOT Dallas	Collin	FM 1378 Country Club Road	North of Stacy Road	FM 2786 Stacy Road	2	4	4	4	\$4,620,000	Capacity
RSA 1.660.250	TxDOT Dallas	Collin	FM 1378 Country Club Road	FM 2786 Stacy Road	Rock Ridge Road	2	2	4	6	\$6,380,000	Capacity
RSA 1.660.275	TxDOT Dallas	Collin	FM 1378 Country Club Road	Rock Ridge Road	FM 2514 Parker Road	2	4	4	4	\$39,900,000	Capacity
RSA 1.660.400	TxDOT Dallas	Collin	Merritt Road	Sachse Road	PGBT	2	4	4	4	\$32,200,000	Capacity
RSA 1.680.200	TxDOT Dallas	Collin	SH 5	CR 375 (Grayson County)	FM 455	2	4	4	4	\$38,600,000	Capacity
RSA 1.680.210	TxDOT Dallas	Collin	SH 5	FM 455	North of Collin County Outer Loop	2	4	4	4	\$98,000,000	Capacity
RSA 1.680.215	TxDOT Dallas	Collin	SH 5	North of Collin County Outer Loop	SH 121	2	4	4	4	w/RSA 1.680.210	Capacity
RSA 1.680.240	TxDOT Dallas	Collin	SH 5	CR 338/Fannin Road	Power House Street	2	4	4	4	\$157,000,000	Capacity
RSA 1.680.250	TxDOT Dallas	Collin	SH 5	Power House Street	North of Industrial Blvd/Eldorado Parkway	4	4	4	4	\$59,900,000	Non-Capacity
RSA 1.680.275	TxDOT Dallas	Collin	SH 5	North of Industrial Blvd/Eldorado Parkway	Industrial Blvd/Eldorado Parkway	2/2	2/2	2/2	2/2	\$10,500,000	Non-Capacity
RSA 1.680.300	TxDOT Dallas	Collin	SH 5	Industrial Blvd/Eldorado Parkway	Stewart Road	4	6	6	6	\$111,000,000	Capacity
RSA 1.680.315	TxDOT Dallas	Collin	SH 5**	Stewart Road	SP 399	2/2	N/A	N/A	N/A	w/FT 4.15.1	Capacity
RSA 1.680.325	TxDOT Dallas	Collin	SH 5	SP 399	Indian Springs Road	2	4	4	4	\$65,100,000	Capacity
RSA 1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	4	4	4	\$64,400,000	Capacity
RSA 1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	North of John King Blvd (Rockwall County Line)	4	4	6	6	\$95,300,000	Capacity
RSA 1.740.200	TxDOT Dallas	Collin	SH 78	East of SH 160	SH 160	2	2	4	4	\$5,820,000	Capacity
RSA 1.740.300	TxDOT Dallas	Collin	SH 78	SH 160	FM 6	2	2	6	6	\$175,000,000	Capacity
RSA 1.742.125	TxDOT Dallas	Collin	Outer Loop**	CR 655	US 380/FM 547	0	2 (Frtg)	2 (Frtg)	2 (Frtg)	w/FT 111.10.1	Capacity
RSA 1.742.150	TxDOT Dallas	Collin	Outer Loop**	US 380/FM 547	CR 637	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.1	Capacity
RSA 1.742.200	TxDOT Dallas	Collin	Outer Loop**	CR 637	County Line Road (North of SH 66)	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.1	Capacity
RSA 1.745.350	TxDOT Dallas	Collin	SH 121**	East of SH 5	SH 5	2/2	N/A	N/A	N/A	\$41,400,000	Capacity
RSA 1.745.375	TxDOT Dallas	Collin	SH 121	SH 5	Fannin Road	3/2	2/2	2/2	2/2	w/RSA 1.745.350	Capacity
RSA 2.130.350	TxDOT Dallas	Collin	FM 455	County Line Road	CR 286	2	2	2	6	\$576,000,000	Capacity
RSA 2.130.375	TxDOT Dallas	Collin	FM 455 Anna Weston Road	US 75	SH 5	4	4	6	6	\$12,000,000	Capacity

(Frtg): Frontage Lanes

YOE Cost: 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

# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 2.150.600	TxDOT Dallas	Collin	Outer Loop**	FM 428	West of Dallas North Tollway	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.610	TxDOT Dallas	Collin	Outer Loop**	West of Dallas North Tollway	Dallas North Tollway	0	1/1 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.650	TxDOT Dallas	Collin	Outer Loop**	Dallas North Tollway	SH 289/Preston Road	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.20.1	Capacity
RSA 2.150.675	TxDOT Dallas	Collin	Outer Loop**	SH 289/Preston Road	US 75	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.20.1	Capacity
RSA 2.150.700	TxDOT Dallas	Collin	Outer Loop**	US 75	West of SH 121	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$424,000,000	Capacity
RSA 2.150.710	TxDOT Dallas	Collin	Outer Loop	West of SH 121	SH 121	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$8,580,000	Capacity
RSA 2.215.575	TxDOT Dallas	Collin	Eldorado Parkway	FM 2478 Custer Road	US 75	4	6	6	6	\$40,600,000	Capacity
RSA 2.218.300	TxDOT Dallas	Collin	Stacy Road	Angel Parkway	FM 1378	4	4	6	6	\$12,400,000	Capacity
RSA 2.225.525	TxDOT Dallas	Collin	US 380**	Legacy Drive	SH 289	3/3	3/3	N/A	N/A	w/FT 2.50.1	Capacity
RSA 2.225.535	TxDOT Dallas	Collin	US 380**	SH 289	Lovers Lane	3/3	3/3	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.225.550	TxDOT Dallas	Collin	US 380**	Lovers Lane	Lakewood Drive	3/3	3/3	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.225.600	TxDOT Dallas	Collin	US 380**	Lakewood Drive	Grassmere Lane/Future US 380 Bypass	6	N/A	N/A	N/A	w/FT 2.80.1	Capacity
RSA 2.225.660	TxDOT Dallas	Collin	US 380 University Drive	Airport Road	New Hope Road/Future SS 399 Extension	4	6	6	6	\$35,500,000	Capacity
RSA 2.225.665	TxDOT Dallas	Collin	US 380**	New Hope Road/Future SS 399 Extension	West of Tarvin Road	4	N/A	N/A	N/A	w/FT 2.110.1	Capacity
RSA 2.225.670	TxDOT Dallas	Collin	US 380 Princeton Drive	West of Tarvin Road	CR 490/Future US 380 Bypass	4	6	6	6	\$79,600,000	Capacity
RSA 2.225.675	TxDOT Dallas	Collin	US 380**	CR 490/Future US 380 Bypass	CR 560	4	N/A	N/A	N/A	w/FT 2.130.1	Capacity
RSA 2.225.680	TxDOT Dallas	Collin	US 380	CR 560	CR 608 Hamilton Street	4	4	N/A	N/A	w/FT 2.140.1	Capacity
RSA 2.225.700	TxDOT Dallas	Collin	US 380 Audie Murphy	South Main Street	West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line)	4	4	6	6	w/FT 2.140.1	Capacity
RSA 1.515.375	TxDOT Dallas	Dallas	Belt Line Road	Conflans Road	Rock Island Road	6	8	8	8	\$3,080,000	Capacity
RSA 1.525.425	TxDOT Dallas	Dallas	Macarthur Blvd	Shady Grove Road	Hunter Ferrell Road	4	6	6	6	\$9,090,000	Capacity
RSA 1.525.450	TxDOT Dallas	Dallas	Macarthur Blvd	Hunter Ferrell Road	South of Hunter Ferrell Road	4	4	6	6	\$2,930,000	Capacity
RSA 1.525.475	TxDOT Dallas	Dallas	Macarthur Blvd	South of Hunter Ferrell Road	IH 30	4	4	6	6	\$11,700,000	Capacity
RSA 1.525.500	TxDOT Dallas	Dallas	Macarthur Blvd	IH 30	SH 180 Main Street	4	6	6	6	\$6,090,000	Capacity
RSA 1.527.200	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	IH 20	4	6	6	6	\$20,200,000	Capacity
RSA 1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	4	4	4	\$6,010,000	Capacity
RSA 1.550.300	TxDOT Dallas	Dallas	Luna Road	Royal Lane	SP 348	2	4	6	6	\$20,500,000	Capacity
RSA 1.565.260	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	University Blvd	6	8	8	8	\$3,590,000	Capacity
RSA 1.565.275	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	North Of Airdrome Drive	6	8	8	8	\$1,450,000	Capacity
RSA 1.565.300	TxDOT Dallas	Dallas	Lemmon Avenue NB/ Lemmon Avenue SB	North of Airdrome Drive	Airdrome Drive	3/3	4/3	4/4	4/4	\$638,000	Capacity
RSA 1.565.475	TxDOT Dallas	Dallas	Haskell Avenue	Stonewall Street	East Grand Avenue	6	6	6	0	\$15,000,000	Capacity

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# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North Of Spring Valley Road	6	6	8	8	\$4,390,000	Capacity
RSA 1.575.425	TxDOT Dallas	Dallas	Hampton Road	FM 1382 Belt Line Road	Parkerville Road	4	6	6	6	\$7,260,000	Capacity
RSA 1.575.440	TxDOT Dallas	Dallas	Hampton Road	Parkerville Road	Bear Creek Road	2	6	6	6	\$14,500,000	Capacity
RSA 1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	8	8	8	\$4,330,000	Capacity
RSA 1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	\$20,900,000	Non-Capacity
RSA 1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	\$23,700,000	Non-Capacity
RSA 1.587.275	TxDOT Dallas	Dallas	Houston Street	Elm Street	Commerce Street	3	4	4	4	\$936,000	Capacity
RSA 1.590.200	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Commerce Street	Crockett Street	6	8	8	8	\$1,760,000	Capacity
RSA 1.590.275	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Marilla Street	IH 30	4/4	6	6	6	\$1,520,000	Capacity
RSA 1.590.550	TxDOT Dallas	Dallas	SH 310	Starks Avenue	Haven Street	2/2	2/2	3/3	3/3	\$293,000	Capacity
RSA 1.590.560	TxDOT Dallas	Dallas	SH 310	Haven Street	SH 310 Offramp	2/2	2/2	3/3	3/3	\$1,170,000	Capacity
RSA 1.590.575	TxDOT Dallas	Dallas	SH 310	Budd Street	Overton Road	2/2	2/2	3/3	3/3	\$644,000	Capacity
RSA 1.593.225	TxDOT Dallas	Dallas	Pearl Street	Ross Avenue	San Jacinto Street	5	6	6	6	\$1,470,000	Capacity
RSA 1.593.260	TxDOT Dallas	Dallas	Pearl Street	Live Oak Street	Pacific Avenue	4	6	6	6	\$2,700,000	Capacity
RSA 1.593.325	TxDOT Dallas	Dallas	Pearl Expressway	Jackson Street	Canton Street	3	3	4	4	\$205,000	Capacity
RSA 1.593.350	TxDOT Dallas	Dallas	Pearl Expressway	Canton Street	Marilla Street	2	4	4	4	\$953,000	Capacity
RSA 1.595.225	TxDOT Dallas	Dallas	Corinth Street Viaduct	Riverfront Blvd	8th Street	4	6	6	6	\$5,790,000	Capacity
RSA 1.595.375	TxDOT Dallas	Dallas	SH 342 Dallas Avenue	8th Street	Reindeer Road	2	4	4	4	\$26,400,000	Capacity
RSA 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	w/FT 25.10.1	Capacity
RSA 1.600.260	TxDOT Dallas	Dallas	Coit Road	Alpha Road	IH 635	7	8	8	8	\$3,340,000	Capacity
RSA 1.600.275	TxDOT Dallas	Dallas	Coit Road	IH 635	Banner Drive	7	8	8	8	\$3,850,000	Capacity
RSA 1.605.575	TxDOT Dallas	Dallas	Preston Road	Northwest Highway	Lovers Lane	4	6	6	6	\$7,040,000	Capacity
RSA 1.607.350	TxDOT Dallas	Dallas	Parry Avenue	1st Avenue	2nd Avenue	5	5	5	6	\$35,000,000	Capacity
RSA 1.607.400	TxDOT Dallas	Dallas	Parry Avenue	1st Avenue	Cullem Blvd	1	1	1	0	w/RSA 1.607.400	Capacity
RSA 1.625.210	TxDOT Dallas	Dallas	Skillman Street	Coppertown Lane	Royal Lane	5	6	6	6	\$5,130,000	Capacity
RSA 1.645.250	TxDOT Dallas	Dallas	Shiloh Road	President George Bush Turnpike	Kingsley Road	4	6	6	6	\$61,300,000	Capacity
RSA 1.655.275	TxDOT Dallas	Dallas	Belt Line Road	Lake June Road	Pioneer Road	2	6	6	6	\$15,300,000	Capacity
RSA 1.655.400	TxDOT Dallas	Dallas	Belt Line Road	Simonds Road	Post Oak Road	2	4	4	4	\$16,100,000	Capacity
RSA 1.655.425	TxDOT Dallas	Dallas	Belt Line Road	Post Oak Road	IH 45	2	4	4	4	\$17,700,000	Capacity
RSA 1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	6	6	6	\$28,200,000	Capacity
RSA 1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	4	4	4	\$587,000	Capacity
RSA 1.740.585	TxDOT Dallas	Dallas	SH 78 Grand Avenue	Tenison Memorial Drive	Tenison Parkway	3/3	3/3	4	4	\$24,700,000	Capacity
RSA 2.330.250	TxDOT Dallas	Dallas	Belt Line Road	Southwestern Blvd	Moore Road	4	6	6	6	\$8,430,000	Capacity
RSA 2.330.275	TxDOT Dallas	Dallas	Belt Line Road	Moore Road	Macarthur Blvd	4	6	6	6	\$8,140,000	Capacity

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March 6, 2026

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RSA 2.330.360	TxDOT Dallas	Dallas	Belt Line Road	Dallas North Tollway	Prestonwood Blvd	7	8	8	8	\$15,200,000	Capacity
RSA 2.330.375	TxDOT Dallas	Dallas	Belt Line Road	Prestonwood Blvd	Meadowcreek Drive	6	8	8	8	\$9,900,000	Capacity
RSA 2.342.300	TxDOT Dallas	Dallas	Merritt Road	Chiesa Road	President George Bush Turnpike	0	4	4	4	\$27,500,000	Capacity
RSA 2.365.250	TxDOT Dallas	Dallas	Valley View Lane	IH 35E	Josey Lane	6	4	4	4	\$7,990,000	Capacity
RSA 2.385.275	TxDOT Dallas	Dallas	Royal Lane	Riverside Drive	Luna Road	4	6	6	6	\$8,290,000	Capacity
RSA 2.410.395	TxDOT Dallas	Dallas	Preston Hollow Grade Separation	West of Meadowbrook Drive	East of Preston Road	0	0	0	2/2	\$12,100,000	Capacity
RSA 2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	6	6	\$3,710,000	Capacity
RSA 2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	6	6	6	\$5,650,000	Capacity
RSA 2.478.325	TxDOT Dallas	Dallas	SH 352 2nd Avenue	IH 30 Offramp EB	2nd Avenue Ramp to SH 352 EB	3	3	3	0	w/RSA 1.607.400	Capacity
RSA 2.500.200	TxDOT Dallas	Dallas	SH 352 2nd Avenue	West of Parry Avenue	Grand Avenue	3/2	3/2	3/2	0	w/RSA 1.607.400	Capacity
RSA 2.500.210	TxDOT Dallas	Dallas	SH 352 Robert Cullem Blvd	Parry Avenue	Al Lipscomb Way	3/3	3/3	3/3	6	w/RSA 1.607.400	Capacity
RSA 2.515.400	TxDOT Dallas	Dallas	Commerce Street/Elm Street	Ervay Street	Cesar Chavez Blvd	3/4	5/5	5/5	5/5	\$1,250,000	Capacity
RSA 2.520.525	TxDOT Dallas	Dallas	SH 180 Main Street	SH 161	South Belt Line Road	4	2	2	2	\$34,100,000	Capacity
RSA 2.530.225	TxDOT Dallas	Dallas	Lake June Road	US 175	Gillette Street	6	4	4	4	\$2,540,000	Capacity
RSA 2.605.275	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	Merrifield Road	4	4	6	6	\$20,500,000	Capacity
RSA 2.605.300	TxDOT Dallas	Dallas	Mountain Creek Parkway	Merrifield Road	Illinois Avenue	4	4	6	6	\$4,330,000	Capacity
RSA 2.615.400	TxDOT Dallas	Dallas	Camp Wisdom Road	FM 1382	Camp Wisdom Road	4	4	6	6	\$2,050,000	Capacity
RSA 2.615.425	TxDOT Dallas	Dallas	Camp Wisdom Road	East of FM 1382	Clark Road	2	2	6	6	\$23,400,000	Capacity
RSA 2.625.275	TxDOT Dallas	Dallas	Danieldale Road	East of Cockrell Hill Road	Westmoreland Road	2	4	4	4	\$24,600,000	Capacity
RSA 2.625.290	TxDOT Dallas	Dallas	Danieldale Road	Westmoreland Road	Old Hickory Trail	2	4	4	4	\$23,700,000	Capacity
RSA 2.625.300	TxDOT Dallas	Dallas	Danieldale Road	Old Hickory Trail	Hampton Road	2	4	4	4	\$11,900,000	Capacity
RSA 2.625.325	TxDOT Dallas	Dallas	Danieldale Road	Hampton Road	Polk Street	2	4	4	4	\$23,200,000	Capacity
RSA 2.625.350	TxDOT Dallas	Dallas	Danieldale Road	Polk Street	IH 35E	2	4	4	4	\$22,500,000	Capacity
RSA 2.650.300	TxDOT Dallas	Dallas	Pleasant Run Road	Sunrise Road	IH 45	4	4	6	6	\$3,090,000	Capacity
RSA 2.665.250	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	East of Clark Road	Joe Wilson Road	5	6	6	6	\$8,430,000	Capacity
RSA 2.665.275	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	Joe Wilson Road	Hampton Road	4	4	6	6	\$23,400,000	Capacity
RSA 2.665.350	TxDOT Dallas	Dallas	Belt Line Road	Bluegrove Road	Main Street	2	6	6	6	\$13,600,000	Capacity
RSA 2.665.375	TxDOT Dallas	Dallas	Belt Line Road	Main Street	Summers Road	2	4	4	4	\$36,400,000	Capacity
RSA 2.670.225	TxDOT Dallas	Dallas	Mansfield Road	Lake Ridge Parkway	Belt Line Road	4	4	6	6	\$14,600,000	Capacity
RSA 2.670.250	TxDOT Dallas	Dallas	Belt Line Road	Mansfield Road	US 67	4	4	6	6	\$11,700,000	Capacity
RSA 2.670.275	TxDOT Dallas	Dallas	Belt Line Road	US 67	FM 1382	4	4	6	6	\$3,710,000	Capacity
RSA 2.700.200	TxDOT Dallas	Dallas	State Loop 9	US 67	IH 35E	0	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.225	TxDOT Dallas	Dallas	State Loop 9	IH 35E	IH 45	2 (Frtg)	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.275	TxDOT Dallas	Dallas	State Loop 9	IH 45	US 175	0	0	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity

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March 6, 2026

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RSA 2.700.300	TxDOT Dallas	Dallas	State Loop 9	US 175	South of IH 20	0	0	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.350	TxDOT Dallas	Dallas	State Loop 9	South of IH 20	IH 20	0	0	1/1 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 3.113.261	TxDOT Dallas	Dallas	Houston Street	Commerce Street	Wood Street	4	6	6	6	\$833,000	Capacity
RSA 3.113.263	TxDOT Dallas	Dallas	Houston Street	Wood Street	Young Street	5	6	6	6	\$250,000	Capacity
RSA 3.113.283	TxDOT Dallas	Dallas	Big Town Blvd	Samuell Blvd	Forney Road	4	6	6	6	\$7,550,000	Capacity
RSA 1.350.150	TxDOT Dallas	Denton	FM 156	0.3 Miles South of SH 114	Intermodal Parkway	2	4	6	6	\$126,000,000	Capacity
RSA 1.430.150	TxDOT Dallas	Denton	State Loop 288	US 380	John Paine Road	0	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	w/FT 103.10.1	Capacity
RSA 1.430.200	TxDOT Dallas	Denton	SL 288/ FM 2449	John Paine Road	Vintage Blvd/ IH 35W	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	w/FT 103.10.2	Capacity
RSA 1.430.225	TxDOT Dallas	Denton	Vintage Blvd	IH 35W	Bonnie Brae Street	2	4	4	4	\$11,600,000	Capacity
RSA 1.480.100	TxDOT Dallas	Denton	State Loop 288**	East of FM 428	Kings Row	2/2	2/2	N/A	N/A	w/FT 100.20.2	Capacity
RSA 1.523.110	TxDOT Dallas	Denton	US 377	North of East Northside Drive	South Washington Street	2	6	6	6	\$114,000,000	Capacity
RSA 1.523.120	TxDOT Dallas	Denton	US 377	US 377 South Washington Street	FM 428	2	6	6	6	\$217,000,000	Capacity
RSA 1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	6	6	6	\$186,000,000	Capacity
RSA 1.540.160	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	FM 2164 US 77	University Drive US 380	3/2	2/2	2/2	2/2	\$2,490,000	Capacity
RSA 1.540.180	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	Hickory Street	Eagle Drive	2/3	3/3	3/3	3/3	\$1,980,000	Capacity
RSA 1.540.190	TxDOT Dallas	Denton	US 377 Elm Street	Eagle Drive	Carroll Blvd	4	6	6	6	\$1,320,000	Capacity
RSA 1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	6	6	6	\$111,000,000	Capacity
RSA 1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	4	4	4	\$329,000,000	Capacity
RSA 2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	IH 35	US 377	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	US 377	FM 428	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.190.250	TxDOT Dallas	Denton	State Loop 288	US 380	IH 35	0	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	w/FT 100.10.1	Capacity
RSA 2.190.300	TxDOT Dallas	Denton	State Loop 288**	IH 35	East of FM 428	2/2	2/2	N/A	N/A	w/FT 100.20.1	Capacity
RSA 2.205.475	TxDOT Dallas	Denton	SH 114**	FM 156	Double Eagle Blvd	2/2 (Frtg)	2/2 (Frtg)	N/A	N/A	w/FT 12.20.3	Capacity
RSA 2.205.500	TxDOT Dallas	Denton	SH 114**	Double Eagle Blvd	IH 35W	3/3	3/3	N/A	N/A	w/FT 12.20.3	Capacity
RSA 2.215.350	TxDOT Dallas	Denton	Eldorado Parkway	West of FM 720	FM 720	4	4	6	6	\$5,860,000	Capacity
RSA 2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	3/3	3/3	3/3	\$3,410,000	Capacity
RSA 2.225.500	TxDOT Dallas	Denton	US 380	Teel Parkway/Championship Drive	Legacy Drive	3/3	3/3	N/A	N/A	w/FT 2.50.1	Capacity
RSA 2.270.200	TxDOT Dallas	Denton	FM 1171	West of FM 156	East of FM 156	0	6	6	6	\$35,100,000	Capacity
RSA 2.270.225	TxDOT Dallas	Denton	FM 1171	East of FM 156	West of PR 4720	0	4	4	4	\$96,400,000	Capacity
RSA 2.270.235	TxDOT Dallas	Denton	FM 1171	West of PR 4720	IH 35W	2	6	6	6	\$40,300,000	Capacity
RSA 2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	6	6	6	\$2,790,000	Capacity

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March 6, 2026

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RSA 2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of Holford's Prairie Road	0	4	4	4	\$15,500,000	Capacity
RSA 2.286.350	TxDOT Dallas	Denton	Corporate Drive	East of Holford's Prairie Road	SH 121 SRT	0	4	4	4	w/RSA 2.286.350	Capacity
RSA 1.220.725	TxDOT Dallas	Ellis	US 287**	St Paul Road	West of US 67	2/2	N/A	N/A	N/A	w/FT 1.80.2 & FT 1.90.1	Capacity
RSA 1.220.775	TxDOT Dallas	Ellis	US 287**	Midlothian Parkway	BU 287 Main Street	2/2	N/A	N/A	N/A	w/FT 1.100.2	Capacity
RSA 1.220.800	TxDOT Dallas	Ellis	US 287**	FM 878 Wyatt Street	0.3 Miles West of Old Boyce Road	2/2	2/2	N/A	N/A	w/FT 1.110.3	Capacity
RSA 1.220.825	TxDOT Dallas	Ellis	US 287**	0.3 Miles West of Old Boyce Road	0.3 Miles East of Cooke Road	2/2	N/A	N/A	N/A	w/FT 1.110.3 & FT 1.110.4	Capacity
RSA 1.220.850	TxDOT Dallas	Ellis	US 287**	0.3 Miles East of Cooke Road	BU 287/Ennis Avenue	2/2	2/2	2/2	N/A	w/FT 1.110.5	Capacity
RSA 1.563.200	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Ovilla Main Street	BU 287	2	4	4	6	\$153,000,000	Capacity
RSA 1.580.300	TxDOT Dallas	Ellis	US 77 Elm Street	Ferris Avenue	FM 66	2	2/2	2/2	2/2	\$21,600,000	Capacity
RSA 1.580.325	TxDOT Dallas	Ellis	US 77	FM 66	FM 877	2	4	4	4	\$513,000	Capacity
RSA 1.595.390	TxDOT Dallas	Ellis	SH 342	State Loop 9	FM 664	2	2	4	4	\$10,800,000	Capacity
RSA 1.595.400	TxDOT Dallas	Ellis	SH 342	FM 664	US 77	2	2	4	4	\$10,500,000	Capacity
RSA 2.710.225	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Westmoreland Road	Ovilla Main Street	2	4	4	6	\$24,600,000	Capacity
RSA 2.710.300	TxDOT Dallas	Ellis	FM 664	IH 35E	SH 342	4	6	6	6	\$52,300,000	Capacity
RSA 2.710.325	TxDOT Dallas	Ellis	FM 664	SH 342	West of Ferris Road	2	4	6	6	\$185,000,000	Capacity
RSA 2.710.350	TxDOT Dallas	Ellis	FM 664	West of Ferris Road	North Central Street	2	4	6	6	\$113,000,000	Capacity
RSA 2.710.375	TxDOT Dallas	Ellis	FM 664	North Central Street	IH 45	0	4	6	6	w/RSA 2.710.350	Capacity
RSA 1.710.275	TxDOT Dallas	Kaufman	FM 740	King Road	Ridgecrest Drive	2	4	4	6	\$151,000,000	Capacity
RSA 1.710.325	TxDOT Dallas	Kaufman	FM 740	Southerncross Trail	IH 20	2	4	4	4	\$25,000,000	Capacity
RSA 1.715.550	TxDOT Dallas	Kaufman	SH 205	Dower Drive/South of FM 548	North of US 80	2	4	4	6	\$114,000,000	Capacity
RSA 1.715.610	TxDOT Dallas	Kaufman	SH 205	North of US 80	US 80	4	4	4	6	\$16,300,000	Capacity
RSA 1.742.350	TxDOT Dallas	Kaufman	Outer Loop**	SH 205	FM 148	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.30.1	Capacity
RSA 2.497.250	TxDOT Dallas	Kaufman	FM 460	US 80	FM 740	2	4	4	6	\$26,500,000	Capacity
RSA 1.715.215	TxDOT Dallas	Rockwall	SH 205	North of John King Blvd (Collin County Line)	John King Blvd/Goliad Street	2	4	6	6	w/RSA 1.715.200	Capacity
RSA 1.715.325	TxDOT Dallas	Rockwall	SH 205	South of Heath Street	Alamo Road	2/2	2/2	3/3	3/3	\$674,000	Capacity
RSA 1.715.350	TxDOT Dallas	Rockwall	SH 205	Alamo Road	Kaufman Street	3/2	3/2	3/3	3/3	\$1,170,000	Capacity
RSA 1.715.475	TxDOT Dallas	Rockwall	SH 205 Goliad Street	SH 276	Pullen Road	2	4	4	4	\$119,000,000	Capacity
RSA 1.715.500	TxDOT Dallas	Rockwall	SH 205	Pullen Road	FM 548	2	4	4	6	w/RSA 1.715.475	Capacity
RSA 1.715.525	TxDOT Dallas	Rockwall	SH 205	FM 548	Dower Drive/South of FM 548	2	4	4	6	w/RSA 1.715.475	Capacity
RSA 1.720.300	TxDOT Dallas	Rockwall	SH 205/John King Blvd	Jct SH 205/John King Blvd (North Goliad)	IH 30	4	4	4	6	\$45,600,000	Capacity

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RSA 1.720.350	TxDOT Dallas	Rockwall	SH 205/John King Blvd	IH 30	Jct SH 205/John King Blvd (South Goliad)	4	4	4	6	\$16,300,000	Capacity
RSA 1.742.250	TxDOT Dallas	Rockwall	Outer Loop**	County Line Road (North of SH 66)	IH 30	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.3	Capacity
RSA 1.742.300	TxDOT Dallas	Rockwall	Outer Loop**	IH 30	SH 205	0	2 (Frtg)	2/2 (Frtg)	N/A	w FT 111.10.3	Capacity
RSA 2.375.250	TxDOT Dallas	Rockwall	SH 276	FM 549	FM 551	2	4	4	4	\$55,500,000	Capacity
RSA 2.375.275	TxDOT Dallas	Rockwall	SH 276	FM 551	FM 548	2	4	4	4	\$39,000,000	Capacity
RSA 2.375.300	TxDOT Dallas	Rockwall	SH 276	FM 548	CR 2472	2	4	4	4	\$30,200,000	Capacity
RSA 1.205.250	TxDOT Fort Worth	Hood	SH 144 Morgan Street	BU 377 Pearl Street	West Bluebonnet Drive	4	4	4	4	w/RSA 1.540.500	Non-Capacity
RSA 1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	4	\$33,600,000	Capacity
RSA 1.240.550	TxDOT Fort Worth	Hood	FM 167 Fall Creek	FM 4	Monticello Drive	2	2	4	4	w/RSA 2.745.240	Capacity
RSA 1.540.470	TxDOT Fort Worth	Hood	US 377	FM 167 S (Fall Creek Highway)	FM 167 North (Temple Hall Highway)	2/2	2/2	3/3	3/3	w/RSA 1.540.500	Capacity
RSA 1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Highway)	Mustang Trail	4	4	6	6	w/RSA 1.540.500	Capacity
RSA 1.540.490	TxDOT Fort Worth	Hood	US 377	Mustang Trail	Harbor Lakes Drive	2/2	2/2	3/3	3/3	w/RSA 1.540.500	Capacity
RSA 1.540.500	TxDOT Fort Worth	Hood	US 377	Harbor Lakes Drive	Old Cleburne Road	4	4	6	6	\$515,000,000	Capacity
RSA 1.540.510	TxDOT Fort Worth	Hood	US 377	Old Cleburne Road	East of SH 144	2/2	2/2	3/3	3/3	w/ RSA 1.540.500	Capacity
RSA 1.540.520	TxDOT Fort Worth	Hood	US 377	East of SH 144	FM 51	2/2	3/2	3/2	3/2	\$154,000,000	Capacity
RSA 1.540.540	TxDOT Fort Worth	Hood	US 377	FM 51	BU 377/Holmes Drive	2/2	2/2	2/2	2/2	w/RSA 1.540.500	Non-Capacity
RSA 1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Drive	1/1	1/1	2/2	2/2	w/RSA 1.540.500	Capacity
RSA 2.745.240	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	FM 4 Acton Highway	North Gate Road	2	2	4	4	\$70,300,000	Capacity
RSA 2.745.250	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	North Gate Road	FM 167	2	2	4	4	w/RSA 2.745.240	Capacity
RSA 1.200.300	TxDOT Fort Worth	Johnson	SH 171	US 377	Lancaster Street	2	2	4	4	\$46,900,000	Capacity
RSA 1.200.310	TxDOT Fort Worth	Johnson	SH 171	Lancaster Street	Southeast of Lancaster Street	2	2	4	4	w/RSA 1.200.300	Capacity
RSA 1.200.325	TxDOT Fort Worth	Johnson	SH 171	Southeast of Lancaster Street	SH 174 Main Street	2	2	2	4	w/RSA 1.200.300	Capacity

(Frtg): Frontage Lanes

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# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.385.200	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	IH 35W	Hillery Street	3/3	3/3	2/2	2/2	\$119,000,000	Capacity
RSA 1.385.225	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Hillery Street	Renfro Street	3/3	3/3	2/2	2/2	w/RSA 1.385.200	Capacity
RSA 1.385.260	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Elk Drive	FM 731	4	6	6	6	\$47,700,000	Capacity
RSA 1.385.275	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	FM 731	Joshua Main Street	4	6	6	6	w/RSA 1.385.260	Capacity
RSA 1.465.400	TxDOT Fort Worth	Johnson	FM 157	BU 287 Lone Star Road	Chambers Street	2	4	4	4	\$246,000,000	Capacity
RSA 1.465.425	TxDOT Fort Worth	Johnson	FM 157	Chambers Street	US 67	2	4	4	4	w/RSA 1.465.400	Capacity
RSA 2.740.225	TxDOT Fort Worth	Johnson	FM 917	Chisholm Trail Parkway	IH 35W	2	2	2	2	\$55,000,000	Non-Capacity
RSA 2.740.250	TxDOT Fort Worth	Johnson	FM 917	IH 35W	CR 617 Jessica Drive	2	2	4	6	\$188,000,000	Capacity
RSA 2.740.275	TxDOT Fort Worth	Johnson	FM 917	CR 617 Jessica Drive	North of CR 515	2	2	4	6	w/RSA 2.740.250	Capacity
RSA 2.740.300	TxDOT Fort Worth	Johnson	FM 917	North of CR 515	Heritage Parkway	4	4	6	6	\$58,100,000	Capacity
RSA 2.745.325	TxDOT Fort Worth	Johnson	FM 4 Kilpatrick Street	US 67	Nolan River Road	2	2	4	4	\$23,400,000	Capacity
RSA 2.815.225	TxDOT Fort Worth	Johnson	US 67	West of CR 1119 (Somervell County Line)	Park Road 21	2	4	4	4	\$316,000,000	Capacity
RSA 2.815.250	TxDOT Fort Worth	Johnson	US 67	Park Road 21	East of CR 1123	2	4	4	4	\$26,200,000	Capacity
RSA 2.815.275	TxDOT Fort Worth	Johnson	US 67	East of CR 1123	Henderson Street (BU 67)	1/1	2/2	2/2	2/2	\$29,800,000	Capacity
RSA 1.190.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	Garner Road	2	2	4	4	\$11,700,000	Capacity
RSA 1.190.225	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Garner Road	Greenwood Road	1/1	4	4	4	\$5,740,000	Capacity
RSA 1.190.250	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Greenwood Road	IH 20	2	4	4	4	\$14,900,000	Capacity
RSA 1.210.250	TxDOT Fort Worth	Parker	FM 920	South of SH 199	FM 51 Main Street	2	2	4	6	\$476,000,000	Capacity
RSA 1.230.175	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 730	US 180	2	2	2	4	\$36,900,000	Capacity
RSA 1.280.325	TxDOT Fort Worth	Parker	FM 730	Commerce Street	US 180 Fort Worth Highway	2	2	4	6	\$404,000,000	Capacity
RSA 1.280.350	TxDOT Fort Worth	Parker	FM 730	US 180 Fort Worth Highway	IH 20	0	4	4	6	\$18,600,000	Capacity

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March 6, 2026

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RSA 1.375.350	TxDOT Fort Worth	Parker	FM 51	Thomas Road	Ric Williamson Memorial Highway	2	2	4	6	\$458,000,000	Capacity
RSA 1.375.375	TxDOT Fort Worth	Parker	FM 51	Ric Williamson Memorial Highway	Bridge Street	4	4	4	6	w/RSA 1.375.350	Capacity
RSA 1.375.385	TxDOT Fort Worth	Parker	FM 51	Bridge Street	US 180	4	4	4	6	w/RSA 1.375.350	Capacity
RSA 2.495.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	FM 51	2	2	4	4	\$9,960,000	Capacity
RSA 2.495.300	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 51	FM 730	2	2	2	4	\$73,900,000	Capacity
RSA 2.545.260	TxDOT Fort Worth	Parker	FM 1187	Maverick Street	FM 5	2	4	4	6	\$24,200,000	Capacity
RSA 2.545.275	TxDOT Fort Worth	Parker	FM 1187	FM 5	Aledo Iona Road	2	4	4	6	\$67,200,000	Capacity
RSA 2.545.300	TxDOT Fort Worth	Parker	FM 1187	Aledo Iona Road	US 377	2	2	4	6	w/RSA 2.545.275	Capacity
RSA 1.280.275	TxDOT Fort Worth	Tarrant	FM 730	Briar Road	FM 1542 Reno Road	2	2	2	4	\$177,000,000	Capacity
RSA 1.280.300	TxDOT Fort Worth	Tarrant	FM 730	FM 1542 Reno Road	SH 199	4	4	4	6	w/RSA 1.280.250	Capacity
RSA 1.330.200	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Bonds Ranch Road	Heritage Trace Parkway	2	2	6	6	\$49,800,000	Capacity
RSA 1.330.210	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Heritage Trace Parkway	Bailey Boswell Road	0	4	6	6	\$11,700,000	Capacity
RSA 1.330.250	TxDOT Fort Worth	Tarrant	FM 1220 Boat Club Road	Bailey Boswell Road	Azle Avenue	4	4	6	6	\$293,000,000	Capacity
RSA 1.335.210	TxDOT Fort Worth	Tarrant	Academy Blvd	South of Westpoint Blvd	Amber Ridge Drive	4	4	4	4	\$15,800,000	Non-Capacity
RSA 1.335.250	TxDOT Fort Worth	Tarrant	Rm 2871 Academy Blvd	IH 30	US 377	2	4	4	4	\$361,000,000	Capacity
RSA 1.340.260	TxDOT Fort Worth	Tarrant	SP 341 Lockheed Blvd	SH 183 Access	IH 30	2/2	2/2	0	0	w/FT 28.20.1	Capacity
RSA 1.350.200	TxDOT Fort Worth	Tarrant	FM 156	Intermodal Parkway	Avondale Haslet Road	2	4	4	4	w/RSA 1.350.225	Capacity
RSA 1.350.225	TxDOT Fort Worth	Tarrant	FM 156	Avondale Haslet Road	US 81/US 287	2	6	6	6	\$191,000,000	Capacity
RSA 1.365.150	TxDOT Fort Worth	Tarrant	BU 287	FM 718	South of FM 718	2/2	4	4	4	\$762,000	Capacity
RSA 1.365.170	TxDOT Fort Worth	Tarrant	BU 287P	South of FM 718	North of West Bonds Road	2	2	4	4	\$14,600,000	Capacity
RSA 1.384.200	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of FM 156	West of Old Blue Mound Road	4	6	6	6	\$23,500,000	Capacity

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# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.384.210	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of Old Blue Mound Road	Westport Parkway	4	6	6	6	w/RSA 1.384.200	Capacity
RSA 1.384.225	TxDOT Fort Worth	Tarrant	Intermodal Parkway	Westport Parkway	South of Transport Drive	2/2	3/3	3/3	3/3	\$29,800,000	Capacity
RSA 1.390.300	TxDOT Fort Worth	Tarrant	BU 287P	Turner Warnell Road	FM 157	2	2	4	4	\$30,400,000	Capacity
RSA 1.397.250	TxDOT Fort Worth	Tarrant	Wichita Street	IH 20	Roy C Brooks Blvd	2	4	4	4	\$9,810,000	Capacity
RSA 1.397.275	TxDOT Fort Worth	Tarrant	Wichita Street	Roy C Brooks Blvd	Bell Avenue	2	4	4	4	\$10,300,000	Capacity
RSA 1.398.325	TxDOT Fort Worth	Tarrant	Race Street	Enon Ave	Shelby Road	2	4	4	4	w/RSA 1.397.275	Capacity
RSA 1.400.225	TxDOT Fort Worth	Tarrant	Beach Street	SH 170	Alta Vista Road	4	4	4	6	\$30,200,000	Capacity
RSA 1.400.250	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	Timberland Blvd	4	6	6	6	\$3,370,000	Capacity
RSA 1.400.325	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	North Tarrant Parkway	4	6	6	6	\$21,700,000	Capacity
RSA 1.435.300	TxDOT Fort Worth	Tarrant	Precinct Line Road	South of Trinity Blvd	Randol Mill Road	2	2	4	4	\$6,150,000	Capacity
RSA 1.435.305	TxDOT Fort Worth	Tarrant	Cooks Lane	Randol Mill Road	Lowery Lane	0	0	4	4	\$8,790,000	Capacity
RSA 1.435.315	TxDOT Fort Worth	Tarrant	Cooks Lane	Lowery Lane	John T White Road	2	2	4	4	\$2,930,000	Capacity
RSA 1.435.375	TxDOT Fort Worth	Tarrant	Cooks Lane	Brentwood Stair Road	SH 180/Dottie Lynn Parkway	2	2	4	4	\$8,490,000	Capacity
RSA 1.465.325	TxDOT Fort Worth	Tarrant	Main Street	Dallas Street	Heritage Parkway	2	2	4	4	\$3,220,000	Capacity
RSA 1.470.200	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Mid Cities Blvd	Midway Drive	4	4	6	6	\$24,700,000	Capacity
RSA 1.470.225	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Midway Drive	SH 183	4	4	6	6	w/RSA 1.470.200	Capacity
RSA 1.470.425	TxDOT Fort Worth	Tarrant	Collins Street	IH 20	Sublett Road	4	4	4	6	\$16,800,000	Capacity
RSA 1.495.275	TxDOT Fort Worth	Tarrant	SH 26 Grapevine Highway	Brown Trail	Bedford Eules Road	4	4	6	6	\$148,000,000	Capacity
RSA 1.495.300	TxDOT Fort Worth	Tarrant	SH 26/Blvd 26	IH 820	SH 26 Grapevine Highway	4	4	6	6	w/RSA 1.495.275	Capacity
RSA 1.540.330	TxDOT Fort Worth	Tarrant	US 377 Belknap Street	Oakhurst Scenic Drive	Belknap Street	4	4	3	3	\$698,000	Capacity
RSA 1.540.420	TxDOT Fort Worth	Tarrant	US 377	Winscott Road	Stephens Road	4	6	6	6	\$71,600,000	Capacity

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# Regionally Significant Arterials Improvements Summary

March 6, 2026

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RSA 2.280.625	TxDOT Fort Worth	Tarrant	SH 199**	Begin Frontage Couplet	North of Hodgkins Drive	2/2 (Frtg)	N/A	N/A	N/A	w/FT 150.10.1	Capacity
RSA 2.280.650	TxDOT Fort Worth	Tarrant	SH 199**	North of Hodgkins Drive	Northwest Centre Drive	3/3 (Frtg)	N/A	N/A	N/A	w/FT 150.10.1	Capacity
RSA 2.280.700	TxDOT Fort Worth	Tarrant	SH 199	Boat Club Road	IH 820	3/3	3/3	6	6	w/FT 150.10.1	Capacity
RSA 2.280.725	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	IH 820	Roberts Cut Off Road	4	4	6	6	w/RSA 2.280.740	Capacity
RSA 2.280.740	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	Roberts Cut Off Road	University Blvd/Northside Drive	4	4	6	6	\$151,000,000	Capacity
RSA 2.280.750	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	University Blvd/Northside Drive	Belknap Street	4	6	6	6	w/RSA 2.280.740	Capacity
RSA 2.320.250	TxDOT Fort Worth	Tarrant	Westport Parkway	FM 156	West of Intermodal Parkway	3	4	6	6	\$14,600,000	Capacity
RSA 2.320.260	TxDOT Fort Worth	Tarrant	Westport Parkway	West of Intermodal Parkway	Intermodal Parkway	4	4	6	6	\$1,760,000	Capacity
RSA 2.320.275	TxDOT Fort Worth	Tarrant	Westport Parkway	Intermodal Parkway	Heritage Parkway	4	4	6	6	\$5,560,000	Capacity
RSA 2.320.300	TxDOT Fort Worth	Tarrant	Westport Parkway	Heritage Parkway	IH 35W	4	6	6	6	\$1,250,000	Capacity
RSA 2.325.160	TxDOT Fort Worth	Tarrant	Haslet Parkway	Avondale Haslet Road	East of BNSF Rail Line	0	4	4	4	\$26,700,000	Capacity
RSA 2.350.225	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	Harmon Road	IH 35W	4	4	4	6	\$1,340,000	Capacity
RSA 2.350.250	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	IH 35W	FM 1709 Keller Parkway	4	4	6	6	\$20,500,000	Capacity
RSA 2.360.250	TxDOT Fort Worth	Tarrant	Bonds Ranch Road	FM 156	Harmon Road	2	4	4	6	\$7,050,000	Capacity
RSA 2.360.300	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	South of Golden Heights Road	Golden Heights Road	2	2	4	4	\$2,050,000	Capacity
RSA 2.360.310	TxDOT Fort Worth	Tarrant	Harmon Road	Golden Triangle Blvd	Golden Heights Road	2	4	4	4	\$1,170,000	Capacity
RSA 2.390.275	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	IH 35W	US 377 Denton Highway	4	6	6	6	\$25,200,000	Capacity
RSA 2.390.290	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	Lakewood Hill Drive	US 377 Denton Highway	4	4	6	6	\$1,170,000	Capacity
RSA 2.390.350	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	East of Rufe Snow Drive	West of Keller Smithfield Road	4	4	6	6	\$2,640,000	Capacity
RSA 2.415.250	TxDOT Fort Worth	Tarrant	McLeroy Blvd	BU 287 Saginaw Blvd	Western Center Blvd	4	6	6	6	\$10,300,000	Capacity
RSA 2.415.460	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 121	FM 157/Industrial Blvd	4	6	6	6	\$513,000	Capacity

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RSA 2.435.325	TxDOT Fort Worth	Tarrant	East-West Connector DFW Airport (Rental Car Drive)	SH 360	International Parkway	2	2	4	4	\$36,400,000	Capacity
RSA 2.450.250	TxDOT Fort Worth	Tarrant	Meacham Blvd	FM 156 Blue Mound Road	West of Mark IV Parkway	3	3	4	4	\$41,700,000	Capacity
RSA 2.450.275	TxDOT Fort Worth	Tarrant	Meacham Blvd	West of Mark IV Parkway	Mark IV Parkway	4	4	4	4	w/RSA 2.450.250	Non-Capacity
RSA 2.450.300	TxDOT Fort Worth	Tarrant	Meacham Blvd	Mark IV Parkway	East of Mark IV Parkway	2	2	4	4	w/RSA 2.450.250	Capacity
RSA 2.450.325	TxDOT Fort Worth	Tarrant	Meacham Blvd	East of Mark IV Parkway	IH 35W	4	4	4	4	w/RSA 2.450.250	Non-Capacity
RSA 2.453.200	TxDOT Fort Worth	Tarrant	FM 1220	Boat Club Road	IH 820	4	6	6	6	\$11,900,000	Capacity
RSA 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	\$2,430,000	Capacity
RSA 2.505.475	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Greenway Park Drive	3/1	3/1	3/3	3/3	\$455,000	Capacity
RSA 2.505.490	TxDOT Fort Worth	Tarrant	Belknap Access Street	SH 121	IH 35W	2	2	1/2	1/2	\$486,000	Capacity
RSA 2.505.500	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Belknap Street	2/2	2/2	1/2	1/2	\$455,000	Capacity
RSA 2.520.350	TxDOT Fort Worth	Tarrant	Lancaster Avenue	US 287	Riverside Drive	6	6	6	6	w/RSA 2.520.375	Non-Capacity
RSA 2.520.375	TxDOT Fort Worth	Tarrant	Lancaster Avenue	Riverside Drive	East of IH 820	6	6	6	6	\$239,000,000	Non-Capacity
RSA 2.535.325	TxDOT Fort Worth	Tarrant	3rd 4th Connector Street	Harding Street	4th Street	2	4	4	4	\$1,100,000	Capacity
RSA 2.535.350	TxDOT Fort Worth	Tarrant	4th Street	3rd 4th Connector Street	Gilvin Street	2	4	4	4	\$1,100,000	Capacity
RSA 2.535.355	TxDOT Fort Worth	Tarrant	4th Street	East of Harding Street	West of Sylvania Avenue	2	4	4	4	\$880,000	Capacity
RSA 2.535.360	TxDOT Fort Worth	Tarrant	4th Street	IH 35W	Sylvania Avenue	2	4	4	4	\$4,110,000	Capacity
RSA 2.535.425	TxDOT Fort Worth	Tarrant	Randol Mill Road	Oakland Blvd	Woodhaven Blvd	2	4	4	4	\$7,550,000	Capacity
RSA 2.535.475	TxDOT Fort Worth	Tarrant	Randol Mill Road	IH 820	North John T White Road	2	2	4	4	\$2,050,000	Capacity
RSA 2.535.490	TxDOT Fort Worth	Tarrant	Randol Mill Road	North John T White Road	Racquet Club Drive	2	4	4	4	\$1,220,000	Capacity
RSA 2.545.325	TxDOT Fort Worth	Tarrant	FM 1187	US 377	West of SH 121/Chisholm Trail Parkway	2	2	4	6	\$215,000,000	Capacity
RSA 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	w/RSA 2.545.325	Capacity

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RSA 2.545.340	TxDOT Fort Worth	Tarrant	FM 1187	SH 121/Chisholm Trail Parkway	FM 1902	2	2	2/2	3/3	\$134,000,000	Capacity
RSA 2.545.350	TxDOT Fort Worth	Tarrant	FM 1187	FM 1902	East of Floyd Hampton Road	2	2	2/2	3/3	w/RSA 2.545.340	Capacity
RSA 2.545.375	TxDOT Fort Worth	Tarrant	FM 1187 EB/ FM 1187 WB	East of Floyd Hampton Road	East of BF 1187	1/1	2/2	2/2	3/3	\$4,570,000	Capacity
RSA 2.545.390	TxDOT Fort Worth	Tarrant	FM 1187	East of BF 1187	BU 1187	2/2	2/2	2/2	3/3	\$20,100,000	Capacity
RSA 2.545.400	TxDOT Fort Worth	Tarrant	FM 1187 EB/ FM 1187 WB	BU 1187	FM 731	2/2	2/2	3/3	3/3	\$967,000	Capacity
RSA 2.545.410	TxDOT Fort Worth	Tarrant	FM 1187	FM 731	IH 35W	2/2	2/2	3/3	3/3	\$967,000	Capacity
RSA 2.545.435	TxDOT Fort Worth	Tarrant	FM 1187	Oak Grove Road	Newt Patterson Road	2	2	4	4	w/RSA 2.545.425	Capacity
RSA 2.545.500	TxDOT Fort Worth	Tarrant	Debbie Lane	US 287	Matlock Road	4	4	6	6	\$11,400,000	Capacity
RSA 2.545.525	TxDOT Fort Worth	Tarrant	Debbie Lane	Matlock Road	West of Collins Street	4	4	4	6	\$6,040,000	Capacity
RSA 2.545.550	TxDOT Fort Worth	Tarrant	Debbie Lane	West of Collins Street	SH 360	4	4	4	6	\$10,700,000	Capacity
RSA 2.565.275	TxDOT Fort Worth	Tarrant	SH 183 Southwest Blvd	Overhill Road	US 377 Circle	6	6	6	6	\$3,580,000	Non-Capacity
RSA 2.565.300	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	US 377 Circle	IH 30	6	6	6	6	\$6,260,000	Non-Capacity
RSA 2.565.325	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	IH 30	Green Oaks Road	2/2	6	6	6	\$26,100,000	Capacity
RSA 2.565.350	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	Green Oaks Blvd	Roaring Springs Road	4	6	6	6	\$253,000,000	Capacity
RSA 2.565.375	TxDOT Fort Worth	Tarrant	SH 183	Roaring Springs Road	White Settlement Road	2/2	2/2	6	6	w/RSA 2.565.350	Capacity
RSA 2.565.400	TxDOT Fort Worth	Tarrant	SH 183 River Oaks Blvd	White Settlement Road	Deen Road	4	4	4	4	w/RSA 2.565.350	Non-Capacity
RSA 2.565.500	TxDOT Fort Worth	Tarrant	SH 183 Baker Blvd	SH 183/SH 26	IH 820	4	4	4	4	\$5,460,000	Non-Capacity
RSA 2.630.300	TxDOT Fort Worth	Tarrant	Everman Parkway	Sycamore School Road	IH 35W	0	0	4	4	\$37,300,000	Capacity
RSA 2.630.350	TxDOT Fort Worth	Tarrant	Everman Parkway	Oak Grove Road	Shelby Road	4	4	6	6	\$6,740,000	Capacity
RSA 2.630.375	TxDOT Fort Worth	Tarrant	Shelby Road	Race Street	Forest Hill Drive	2	4	4	4	\$46,700,000	Capacity
RSA 1.195.275	TxDOT Fort Worth	Wise	SH 101	FM 1810 Maginnis Street	South of CR 1536	2	2	4	4	\$29,300,000	Capacity

(Frtg): Frontage Lanes

YOE Cost: 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

# Regionally Significant Arterials Improvements Summary

March 6, 2026

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.210.225	TxDOT Fort Worth	Wise	FM 920	SH 199	South of SH 199	2	2	4	4	\$24,700,000	Capacity
RSA 1.220.250	TxDOT Fort Worth	Wise	US 287 US 81**	BU 81/Future FM 1810	FM 1810 (Current)	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.275	TxDOT Fort Worth	Wise	US 287 US 81**	FM 1810 (Current)	US 380	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.300	TxDOT Fort Worth	Wise	US 287**	US 380	BU 81	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.315	TxDOT Fort Worth	Wise	US 287**	BU 81	FM FM 407 Illinois Street	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.280.250	TxDOT Fort Worth	Wise	FM 730 Allen Street	SH 114 EB Rock Island Avenue	Briar Road	2	2	4	4	\$170,000,000	Capacity
RSA 2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	4	4	\$52,700,000	Capacity
RSA 2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West of FM 3701	East of FM 1658	2	2	4	4	\$170,000,000	Capacity
RSA 2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	w/RSA 2.225.100	Capacity
RSA 1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	4	4	\$1,170,000	Capacity
RSA 1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178/Culver Street	4	4	4	4	\$5,320,000	Non-Capacity
RSA 2.225.725	TxDOT Paris	Hunt	US 380**	West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line)	East of CR 698/CR 699/Future US 380 Bypass (Collin County Line)	2/2	2/2	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	\$26,500,000	Capacity
RSA 2.370.825	TxDOT Paris	Hunt	SH 66	East County Line Road	FM 2642	2	4	4	4	\$21,000,000	Capacity
RSA 2.370.850	TxDOT Paris	Hunt	SH 66	FM 2642	US 69	2	2	2	4	\$94,000,000	Capacity

(Frtg): Frontage Lanes

YOE Cost: 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



# **REGIONAL PERFORMANCE**

# 2-2. FEDERAL PERFORMANCE MEASURES

## OVERVIEW

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Metropolitan Planning Organizations (MPOs) like the North Central Texas Council of Governments (NCTCOG) are required by the Moving Ahead for Progress in the 21st Century Act to incorporate a performance-based approach into the transportation planning process. This includes monitoring and setting targets for a specific set of federal performance measures covering various aspects of the transportation system. These requirements were continued by subsequent legislation, including the Fixing America's Surface Transportation Act and the Infrastructure Investment and Jobs Act. A series of rulemakings by the Federal Highway Administration and Federal Transit Administration specifically define the measures, calculation procedures, target-setting processes, and reporting requirements.

For these measures, local, regional, and state partners are committed to cooperatively developing and sharing information, including raw transportation performance data, performance targets, and performance reporting.

As appropriate, the Regional Transportation Council (RTC) continues to take target-setting actions for these measures. These measures are a key component of NCTCOG's broader push into performance measurement and performance-based planning and are being incorporated into planning documents like this Metropolitan Transportation Plan (MTP) and the Transportation Improvement

Program, as required. Given the differing schedules and cadences of MTP updates and federal performance target setting and reporting cycles, the MTP captures a snapshot of performance measures and targets at the time of plan development. For the most current targets, observed values, and progress toward federal performance targets, visit [nctcog.org/PM/fed](https://nctcog.org/PM/fed).

## FEDERAL PERFORMANCE MEASURES

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This component of NCTCOG's performance-based planning process has grown over time as federal rulemaking processes established five final performance measurement-related rules relevant to MPOs like NCTCOG. Each final rule lists required measures, data sources, calculation procedures, and target-setting requirements. The final rules include:

- Highway Safety Improvement Program, known as PM1<sup>1</sup>
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2<sup>2</sup>
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, known as PM3<sup>3</sup>

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<sup>1</sup> 81 FR 13881, 23 CFR 490

<sup>2</sup> 82 FR 5886, 23 CFR 490

<sup>3</sup> 82 FR 5970, 82 FR 22879, 23 CFR 490

- Transit Asset Management<sup>4</sup>
- Public Transit Agency Safety Plans<sup>5</sup>

Each of these rules establishes deadlines for target setting and reporting processes. For the measures identified in each rule, MPOs are required to report adopted targets, baseline performance measures, and progress toward the targets in Metropolitan Transportation Plans and Transportation Improvement Program projects adopted two years after the effective date of the final rule. Each of the performance measure final rules were established at different times and, therefore, have different target-setting and

implementation deadlines, as seen in **Table 2-29**. A more detailed summary table of the currently required measures is provided in the **Regional Performance** appendix.

NCTCOG has adopted targets and established update processes for all five performance measure rules as required. Many of these measures have been incorporated directly into project selection processes and all are used as part of Mobility 2050's performance-based planning process. Updates on these measures, including assessments of progress towards achieving adopted targets, are reported regularly to the RTC and Surface Transportation Technical Committee.

Table 2-29: Implementation and Target-Setting Schedules for Federal Performance Measures

Final Rule	Rule Effective Date	Required to be Included in Metropolitan Transportation Plans Adopted After <sup>6</sup>	Last Target-Setting Action	Next Target-Setting Action (Anticipated)	Target-Setting Schedule
PM1 (Highway Safety)	4/14/2016	4/14/2018	2/09/2023	Early 2028	Annually (targets established as reductions over a five-year period)
PM2 (Pavement and Bridge Condition)	5/20/2017	5/20/2019	3/13/2025	Late 2026	Biennially (four-year performance periods)
PM3 (System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program)	5/20/2017	5/20/2019	9/12/2024, 3/13/2025	Late 2026	Biennially (four-year performance periods)
Transit Asset Management	10/01/2016	10/01/2018	7/13/2023	Late 2026	Every four years
Public Transportation Agency Safety Plans	07/19/2018	7/20/2021	<i>Expected mid-2025</i>	Early 2029	Every four years

<sup>4</sup> 81 FR 48889, 49 CFR 625, 49 CFR 630

<sup>5</sup> 83 FR 34418, 49 CFR 673

<sup>6</sup> 23 CFR 450.340(f)

## PM1 (HIGHWAY SAFETY)

The safety performance measure rule includes five measures related to the safety of the transportation system, including:

- ➔ The number of traffic fatalities
- ➔ The rate of fatalities per 100 million vehicle miles traveled
- ➔ The number of serious injuries
- ➔ The rate of serious injuries per 100 million vehicle miles traveled
- ➔ The number of nonmotorized fatalities and nonmotorized serious injuries

This rule establishes an annual reporting and target-setting schedule. The RTC initially adopted targets for these measures in December 2017. While the RTC has adopted quantitative targets for this measure as required, this has been accompanied by a policy that even one death on the transportation system is unacceptable. Subsequently, the RTC directed NCTCOG staff to work with regional and state partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. The Transportation Improvement Program has incorporated these measures in project selection processes and includes many projects that may directly lead to improvements in these measures.

In 2019, the Texas Transportation Commission directed the Texas Department of Transportation (TxDOT) to work toward a similar goal of reducing traffic fatalities by 50 percent by 2035 and zero fatalities by 2050. Due to this goal, TxDOT has updated its fatality performance measures to be in line with this vision zero goal. This more

aspirational target may be difficult to achieve, but the best way to achieve aspirational goals is to first set them. NCTCOG will support TxDOT's targets for 2023-2027 by adopting the same 50 percent reduction in the number of fatalities by 2035 and to zero for fatalities by 2050. For serious injuries, both TxDOT and NCTCOG adopted a 2 percent reduction from the trendline each year. The serious injury target is less aggressive than the fatality targets due to the assumption that if a fatal injury is prevented, that same crash may instead produce a serious injury. For the bike and pedestrian combined fatal and serious injury target, fatalities are calculated using the 50 percent reduction by 2035 methodology, and serious injuries are calculated using the 2 percent reduction from the trendline each year methodology. Reduction schedules are listed in **Table 2-30**.

Table 2-30: Growth Reduction Percentages for PM1 Measures

Year	Fatality Rate	Serious Injury Rate
2023	3.40%	2.00%
2024	3.60%	2.00%
2025	3.70%	2.00%
2026	3.80%	2.00%
2027	4.00%	2.00%

## Number of Traffic Fatalities

The 2024 target seeks to reduce the number of fatalities through 2027. This target expressed as a five-year rolling average would reduce the projected number of fatalities in the region to 653.3 as shown in **Table 2-31**.

Table 2-31: Number of Fatalities

Year	Source	Number of Fatalities
2020	FARS	631
2021	FARS	726
2022	FARS	644
2023	Target	640
2024	Target	646.5*
**2024 Target expressed as 5-year average		653.3

\* Based on a 50% reduction in fatalities by 2035. 2020-2022 data is observed, and 2023-2024 data is projected.

\*\* Calculated by applying a 50% reduction trendline from 2020 to 2035 for projected data for 2023 and 2024.

FARS: National Highway Traffic Safety Administration Fatality Analysis Reporting System

## Rate of Fatalities per 100 Million Vehicle Miles Traveled

The 2024 target seeks to reduce the expected increase in deaths per 100 million vehicles miles traveled (MVMT) in 2024 to not more than 0.840 per 100 MVMT regionwide, expressed as a five-year rolling average. The regional target is less than one death per 100 MVMT. The 2024 target expressed as a five-year rolling average is shown in **Table 2-32**.

Table 2-32: Five-Year Rolling Average for the Rate of Fatalities

Year	Source	Fatality Rate
2020	FARS	0.825
2021	FARS	0.9088
2022	FARS	0.769
2023	Target	0.863*
2024	Target	0.835*
**2024 Target expressed as 5-year average		0.840

\* Based on a 50% reduction in fatalities by 2035. 2020-2022 data is observed and 2023-2024 data is projected.

\*\* Calculated by applying a 50% reduction trendline from 2020 to 2035 for projected data for 2023 and 2024.

FARS: National Highway Traffic Safety Administration Fatality Analysis Reporting System

## Number of Serious Injuries

The 2024 target seeks to reduce the expected increase in serious injuries to not more than 3,959.1 at the regional level expressed as a five-year rolling average. The 2024 target expressed as a five-year rolling average is shown in **Table 2-33**.

Table 2-33: Five-Year Rolling Average for the Number of Serious Injuries

Year	Source	Number of Serious Injuries
2020	CRIS	3,104
2021	CRIS	4,356
2022	CRIS	4,037
2023	Target	3,916*
2024	Target	4,382.5*
**2024 Target expressed as 5-year average		3,959.1

\* Based upon linear trend analysis from 2020-2022 CRIS data. 2020-2022 data is observed and 2023-2024 data is projected.

\*\* Calculated by applying a 2% reduction to regional projection or actual data 5-year average. CRIS: TxDOT Crash Records Information System

## Rate of Serious Injuries per 100 Million Vehicle Miles Traveled

The 2024 target seeks to reduce the expected increase in the rate of serious injuries per 100 MVMT in 2024 regionwide to 4.970 expressed as a five-year rolling average. The 2024 target expressed as a five-year rolling average is shown in **Table 2-34**.

Table 2-34 Five-Year Rolling Average for the Rate of Serious Injuries

Year	Source	Regional Actual or Target Data
2020	CRIS	4.110
2021	CRIS	5.449
2022	CRIS	4.818
2023	Target	5.189*
2024	Target	5.2824*
**2024 Target expressed as 5-year average		4.970

\* Based upon linear trend analysis from 2020-2022 CRIS data. 2020-2022 data is observed and 2023-2024 data is projected.

\*\* Calculated by applying a 2% reduction to regional projection or actual data 5-year average. CRIS: TxDOT Crash Records Information System

## Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries

The 2024 target seeks to reduce the expected increase in nonmotorized fatalities and serious injuries in 2024. The target expressed as a five-year rolling average would reduce the regionwide nonmotorized fatalities and serious injuries to 674.4. The 2024 targets expressed as a five-year rolling average are shown in **Table 2-35**.

Table 2.35: Five-Year Rolling Average for the Number of Nonmotorized Fatalities and Serious Injuries

Year	Source	Regional Actual or Target Data		
		Fatalities	Serious Injuries	Combined Fatalities and Serious Injuries
2020	FARS-CRIS	191	379	570
2021	FARS-CRIS	190	453	643
2022	CRIS	208	480	688
2023	Target	208	498	706
2024	Target	216.5	548.5	765
**2024 Target expressed as 5-year average		202.7	471.7	674.4

\* Based upon linear trend analysis from 2020-2022 CRIS data. 2020-2022 data is observed and 2023-2024 data is projected.

\*\* Calculated by applying a 2% reduction to regional projection or actual data 5-year average.

FARS: National Highway Traffic Safety Administration Fatality Analysis Reporting System

CRIS: TxDOT Crash Records Information System

### Addressing Highway Safety in Mobility 2050

Mobility 2050 directly addresses many of the measures in the PM1 rulemaking and has recommended policies, programs, and projects using criteria that improve the safety of the region’s transportation system for many years. When conducting project evaluation and selection, safety is one of the major considerations. Safety criteria (total crash rate and fatal/incapacitating crash rate) are part of quantitative project selection components in Mobility 2050 and the region’s 10-Year Plan (and eventually the Transportation Improvement

Program). Additionally, Mobility 2050 includes a number of safety-related policies, notably including policies in support of the state’s Toward Zero Deaths initiative.

## PM2 (PAVEMENT AND BRIDGE CONDITION)

The Pavement and Bridge Condition measures (commonly collectively known as PM2) are six measures related to roadway infrastructure condition. As with PM3 (System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program) measures discussed below, the final rule for these measures establishes a cycle of four-year performance periods, the first of which began on January 1, 2018. Most measures require a target for both the midpoint and end of the performance period. In the case of the current 2022-2026 performance period, the relevant target years are 2024 and 2026. Mobility 2050 incorporates these measures into project selection processes and includes many projects that may directly lead to improvements in these measures.

Measures in this rulemaking include:

- ➔ Percentage of Pavements on the Interstate System in “Good” Condition
- ➔ Percentage of Pavements on the Interstate System in “Poor” Condition
- ➔ Percentage of Pavements on the Non-Interstate National Highway System in “Good” Condition
- ➔ Percentage of Pavements on the Non-Interstate National Highway System in “Poor” Condition
- ➔ Percentage of Bridge Deck Area on the National Highway System in “Good” Condition

## ➡ Percentage of Bridge Deck Area on the National Highway System in “Poor” Condition

“Good” and “Poor” condition are defined using specific infrastructure condition metrics in the rulemaking. With these and most other measures, MPOs have the option to either support the state Departments of Transportation targets or to adopt their own quantitative targets. In 2022, NCTCOG chose to support the state’s initial targets for these measures for the current performance period, with policy statements related to certain pavements and bridges in poor condition. In 2024, TxDOT exercised its option to make minor adjustments to its statewide 2026 targets for these measures, after which NCTCOG reaffirmed its support for the state’s adjusted targets.

The National Highway System (NHS) network within the 12-county North Central Texas region is the largest among the 25 metropolitan areas in Texas with over 12,000 lane miles of pavement. Approximately 70 percent of the NHS network in this region are state highways under the jurisdiction of TxDOT (i.e., “on-system” roadways) and about 30 percent are county roads, city streets, and non-TxDOT toll roads managed by other agencies (i.e., “off-system” roadways). The NHS network in the region also includes more than 3,600 bridges with about 90 percent maintained by TxDOT and the remainder maintained by other agencies. Managing the condition of these assets is a priority for NCTCOG, TxDOT, local governments, and other agencies that fund and/or maintain the region’s transportation system.

Related rulemaking requires each state Department of Transportation (including TxDOT) to develop a risk-based Transportation Asset Management Plan that includes an assessment of existing infrastructure conditions; identification of asset management objectives, measures, and performance gaps; and a lifecycle cost and risk management analysis, financial plan, and identification of investment strategies. In recognition of the importance of holistic asset

management planning to the region’s transportation system, NCTCOG supports and is working with TxDOT on its asset management process.

## **Pavement Condition**

NCTCOG has chosen to support the pavement performance targets set by TxDOT. To specifically address off-system arterials in Poor condition, NCTCOG also approved a policy statement to work with local governments to focus on the improvement of these facilities. NCTCOG initially adopted this policy statement in 2018 and reaffirmed it in 2020. Changes in the reporting methodology for this measure have since reduced the mileage of off-system arterials that are identified as being in Poor condition significantly, but NCTCOG continues to work with all partners to improve the condition of pavements across the region.

## **Bridge Condition**

NCTCOG has chosen to support the bridge performance targets set by TxDOT. In addition, NCTCOG approved a policy statement to expedite the programming of funding to improve NHS bridges in “poor” condition.

## *Addressing Pavement and Bridge Condition in Mobility 2050*

Many of the roadway projects recommended by Mobility 2050 will improve the condition of the region’s roadway infrastructure, reflecting NCTCOG’s response to these measures and commitment to holistically managing transportation assets. As previously discussed, most NHS facilities in the region are TxDOT facilities. Staff is seeking to reduce the number of deficient pavement lane miles and bridges on these facilities by incorporating pavement and bridge condition as a criterion in the technical project selection processes for Mobility 2050 and the regional 10-Year Plan. Corridors that have poorer pavement

conditions and/or a lower Bridge Sufficiency Rating are given more priority during project selection. Pavement and bridge conditions are also improved when roadway capacity is increased, and the project includes the reconstruction of existing pavement.

Staff also has pursued other sources of funding to improve pavement and bridge conditions in the region. A specific example is NCTCOG's partnership with Dallas County on the submittal of a Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity grant application for the Dallas County Inland Port Multimodal Connectivity Project, which involves the reconstruction of pavement and bridges along Belt Line Road, a National Highway System arterial segment within the cities of Lancaster and Wilmer. As a result of this effort, an awarded total of \$25 million will be utilized on an \$87 million overall project which, in part, will address more than six lane-miles of NHS pavement and two bridges more than 60 years old and recently rated in poor condition.

## **PM3 (SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM)**

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The System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program measures (commonly collectively known as PM3) cover a broad variety of observed measures across multiple modes of the transportation system. As with PM2 (Pavement and Bridge Condition) measures, the final rule for these measures establishes a cycle of four-year performance periods, the second of which began on January 1, 2022. Most measures require a target for both the midpoint and end of the performance period. In the case of the current performance period, the relevant target years are 2024 and

2026. NCTCOG has been monitoring these measures continuously since initial target adoption and exercised its option to revisit 2026 targets for most of these measures in late 2024 and early 2025. With these and most other measures, MPOs have the option to either support the targets adopted by the state Departments of Transportation or adopt their own quantitative targets.

For most PM3 measures, NCTCOG has chosen to adopt its own targets. The Transportation Improvement Program has incorporated these measures in project selection processes and includes many projects that may directly lead to improvements in these measures.

Measures in this rulemaking include:

- ➔ Percent of Person Miles of Travel on the Interstate System that is Reliable (Interstate Reliability)
- ➔ Percent of Person Miles of Travel on the Non-Interstate National Highway System that is Reliable (Non-Interstate Reliability)
- ➔ Truck Travel Time Reliability
- ➔ Percent Non-Single-Occupant Vehicle Travel
- ➔ Peak-Hour Excessive Delay
- ➔ Total Emissions Reductions (nitrogen oxides and volatile organic compounds)

### **Interstate and Non-Interstate Reliability**

These measures quantify the proportion of travel occurring on Interstate segments and Non-Interstate NHS segments where travel times are reliable throughout the day. Reliable travel is predictable, though it may be consistently congested or consistently free flowing. Unreliable travel is unpredictable; on some days it may be congested, while on others it may be free flowing. Reliability can be influenced by operational inefficiencies, bottlenecks, crashes, weather, and other factors.

As seen in **Figures 2-30** and **2-31**, recent changes to travel behavior due to the COVID-19 pandemic had a substantial impact on these measures. While these measures have, for the most part, returned to pre-pandemic levels, additional monitoring is needed to establish a post-pandemic trend. The latest observed values for these measures and adopted targets are listed in **Table 2-36**.

Figure 2-30: Observed Data, Trends, and Targets for Interstate Reliability

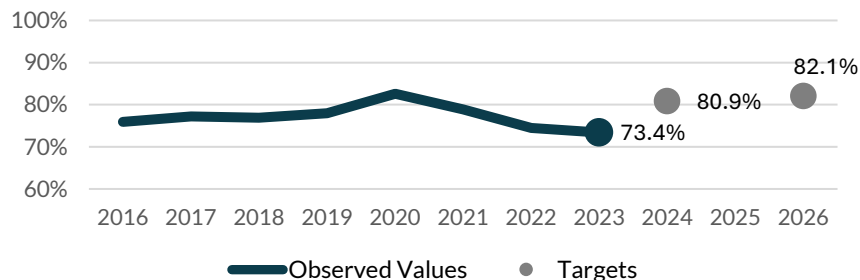


Figure 2-31: Observed Data, Trends, and Targets for Non-Interstate Reliability

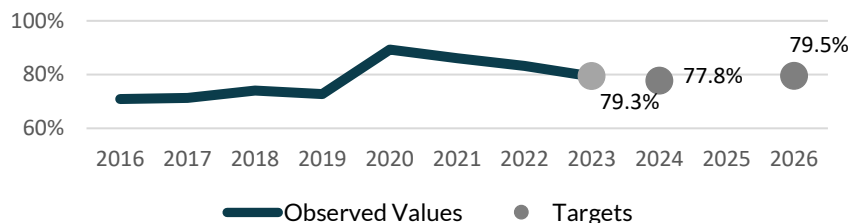


Table 2-36: Latest Observations and Targets for Interstate and Non-Interstate Reliability

	Latest Observed Value (2023)	2024 Target	2026 Target
Interstate Reliability	73.4%	80.9%	82.1%
Non-Interstate Reliability	79.3%	77.8%	79.5%

While a majority of person miles of travel on both the Interstate System and Non-Interstate NHS are reliable in the region, reliability can be increased by implementing programs and projects that reduce nonrecurring congestion and boost the overall reliability of the system. Improvements in these measures because of changes to traveler behavior in response to the COVID-19 pandemic reflect the strong influence that traveler behavior has on these measures as well. NCTCOG is actively using these performance measures to select programs and projects in Mobility 2050. See *Addressing System Performance, Freight, and CMAQ Measures in Mobility 2050* below for more information.

## Truck Travel Time Reliability

Efficient and predictable freight movement in the region is key to the region’s economic health. This measure quantifies the reliability of the region’s Interstate system for freight movement. It is calculated as an index representing the amount of extra travel time drivers and logistics planners need to factor into trips in the region to consistently arrive on time. Higher values indicate worsening reliability and less predictable travel times. As with the preceding Interstate and Non-Interstate Reliability measures, Truck Travel Time Reliability is influenced by operational inefficiencies, bottlenecks, crashes, and weather, but operational issues for trucks near freight hubs and other freight-specific issues can contribute to this measure.

As seen in **Figure 2-32** and **Table 2-37**, this measure has been worsening in the Metropolitan Planning Area for the time period for which reliable data is available. Recent changes in travel behavior due to the COVID-19 pandemic caused a significant improvement during 2020 and 2021, but this measure has since returned, for the most part, to its pre-pandemic trend.

Figure 2-32: Latest Observations and Targets for Truck Travel Time Reliability

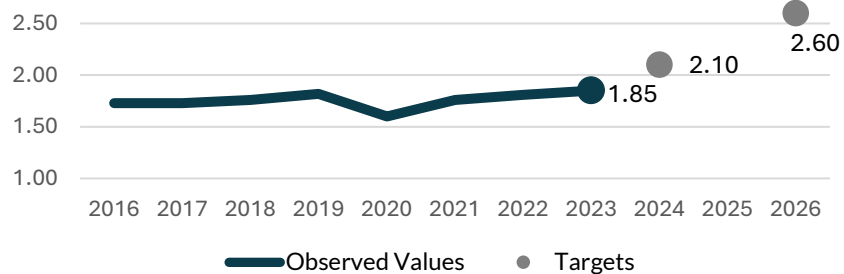


Table 2-37: Latest Observations and Targets for Truck Travel Time Reliability

Measure	Latest Observed Value (2023)	2024 Target	2026 Target
Truck Travel Time Reliability	1.85	2.10	2.60

This measure will continue to be closely monitored. As one of the few required federal performance measures that show a worsening trend for the region, the Metropolitan Transportation Plan, Transportation Improvement Program, 10-Year Plan, and other planning processes will need to continue to develop, recommend, and program projects and programs that prioritize freight reliability. Freight considerations have been incorporated into Mobility 2050’s project selection processes, and the plan’s recommendations include many projects that will directly address freight movement on the region’s transportation system. See *Addressing System Performance, Freight, and CMAQ Measures in Mobility 2050* below for more information.

## Percent Non-Single-Occupancy Vehicle Travel

Driving alone is an inefficient use of resources and the transportation system when compared to other modes. This measure quantifies the proportion of commute travel that uses modes other than driving alone in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-

Frisco Urban Areas. This includes transit, carpooling, telecommuting, bicycling, walking, and other modes.

Before the COVID-19 pandemic, this measure was either steady or slightly improving, as seen in **Figures 2-33, 2-34, and 2-35**. However, the changes to traveler behavior due to the COVID-19 pandemic have significantly increased the share of non-single-occupancy vehicle commutes, and some non-single-occupancy vehicle modes like telecommuting are likely to remain higher for many years, due to both lasting impacts of the pandemic and multi-year aggregation of the Census Bureau’s American Community Survey data used for this measure. The long-term impacts are still unknown at this time, which is why NCTCOG has chosen to reaffirm its existing 2026 target for now. This measure will be reevaluated in the next performance period. The latest observed value and adopted targets are listed in **Table 2-38**.

Figure 2-33: Latest Observed Data and Targets for Non-Single-Occupancy Vehicle Travel (Dallas-Fort Worth-Arlington)

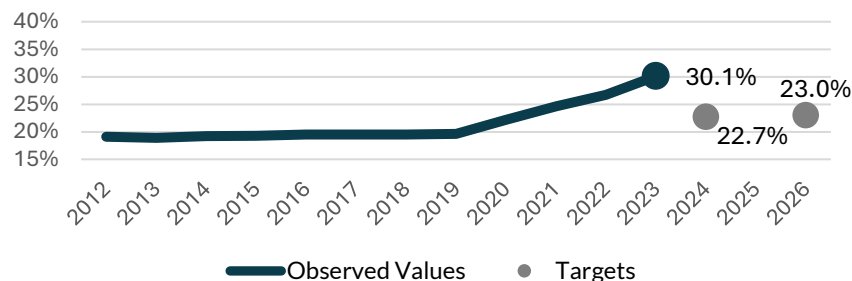


Figure 2-34: Latest Observed Data and Targets for Non-Single-Occupancy Vehicle Travel (Denton-Lewisville)

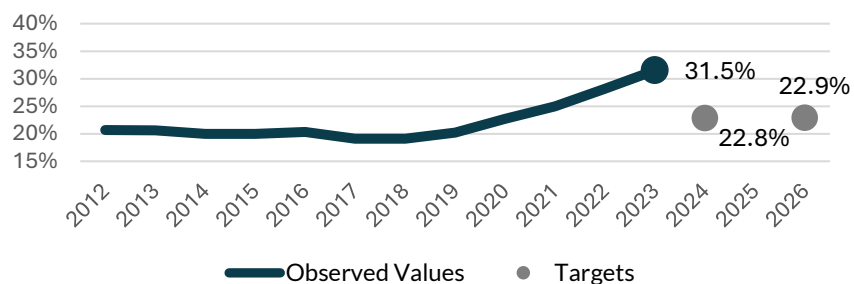


Figure 2-35: Latest Observed Data and Targets for Non-Single-Occupancy Vehicle Travel (McKinney-Frisco)

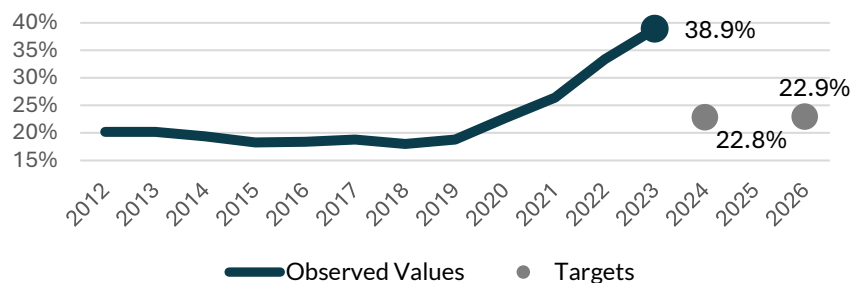


Table 2-38: Latest Observation and Targets for Non-Single-Occupancy Vehicle Travel

Urban Area	Latest Observed Value (2023)	2024 Target	2026 Target
Dallas-Fort Worth-Arlington	30.1%	22.7%	23.0%
Denton-Lewisville	31.5%	22.8%	22.9%
McKinney-Frisco	38.9%	22.8%	22.9%

The improvements seen for this measure during the COVID-19 pandemic can be retained and improved upon by implementing programs and projects that shift mode share to alternative modes. NCTCOG is actively using this performance measure to select programs and projects for Mobility 2050. See *Addressing System*

*Performance, Freight, and CMAQ Measures in Mobility 2050* below for more information.

## Peak Hour Excessive Delay

Excessive congestion delay impacts both roadway users and the region’s air quality. This measure quantifies excessive delay by calculating the number of hours of delay above an established threshold the average resident of the region experiences in a year during peak travel times on NHS facilities in the Dallas-Fort Worth-Arlington Urbanized Area. This is an absolute measure of congestion that quantifies overall congestion rather than its variability. Variability in congestion, or “non-recurring congestion,” is addressed by the reliability measures discussed above.

As seen in **Figures 2-36, 2-37, and 2-38**, this measure improved slightly from 2016 to 2019 and improved dramatically in 2020 and 2021 due to significant changes in traveler behavior due to the COVID-19 pandemic. It has since mostly returned to pre-pandemic levels for all urban areas. Currently adopted targets seen in **Table 2-39** were reaffirmed for this measure to allow more time to assess post-pandemic trends.

Figure 2-36: Observed Data, Trends, and Targets for Peak Hour Excessive Delay (Dallas-Fort Worth-Arlington)

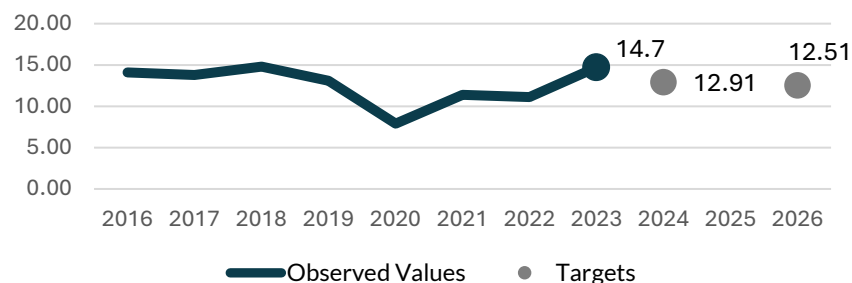


Figure 2-37: Observed Data, Trends, and Targets for Peak Hour Excessive Delay (Denton-Lewisville)

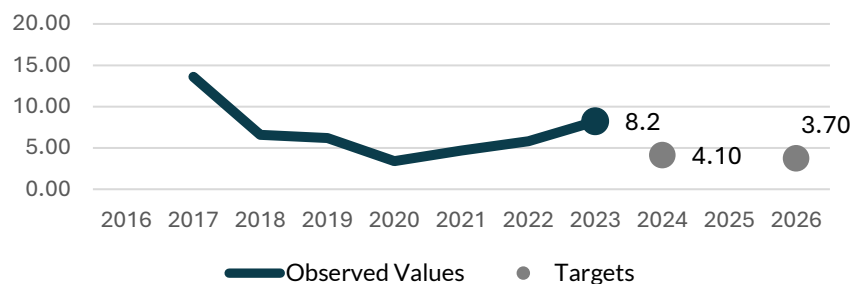


Figure 2-38: Observed Data, Trends, and Targets for Peak Hour Excessive Delay (McKinney-Frisco)

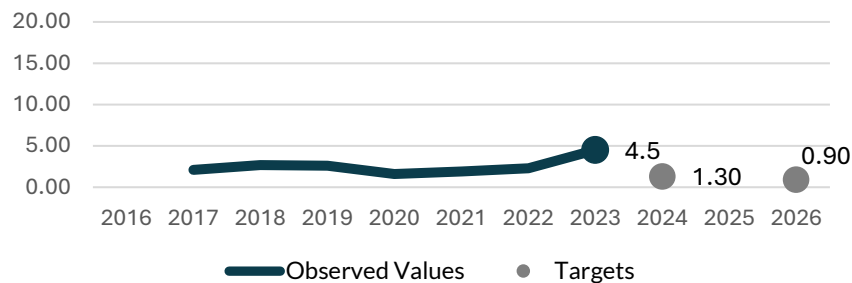


Table 2-39: Latest Observations and Targets for Peak Hour Excessive Delay

Urban Area	Latest Observed Value (2023)	2024 Target	2026 Target
Dallas-Fort Worth-Arlington	14.70 hours	12.91 hours	12.51 hours
Denton-Lewisville	8.20 hours	4.10 hours	3.70 hours
McKinney-Frisco	4.50 hours	1.30 hours	0.90 hours

This measure can be improved by implementing programs and projects that reduce recurring congestion and retain the improvements seen during the pandemic. NCTCOG is actively using this performance measure to select programs and projects for Mobility 2050. See *Addressing System Performance, Freight, and CMAQ Measures in Mobility 2050* below for more information.

## Total Emissions Reductions

The on-road mobile source emissions performance measure is the total emissions reduction (two- and four-year cumulative estimated emissions reductions) for all Congestion Mitigation and Air Quality Improvement Program (CMAQ), or air quality funded projects of each applicable criteria pollutant and precursor. For the Dallas-Fort Worth nonattainment area, the pollutants measured are nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC).

NCTCOG staff developed a new baseline and targets for the second performance measure reporting period by comparing existing local Transportation Improvement Program projects from 2021 to 2024 with projects included in the Federal Highway Administration’s Public Access System for that same time period. Based on the results, the percentage of the emissions benefits reported in the Transportation Improvement Program for NO<sub>x</sub> and VOC were applied to determine the new baseline and future targets.

NCTCOG coordinates with local stakeholders and TxDOT in the selection of CMAQ projects for deployment in the Dallas-Fort Worth ozone nonattainment area. These projects were selected to meet the program goals of reducing congestion and/or reducing emissions of ozone precursor pollutants. Emissions estimates for these projects are calculated by NCTCOG using methodologies developed as part of the Texas Guide to Accepted Mobile Source Emission Reduction Strategies (MOSERS). In cases where no practical MOSERS methodology exists, verified past emission reduction performance is used to create an emissions reduction estimate.

To establish targets for these measures, staff analyzed the behavior of emission factors over time and applied percentage reductions to the baseline to better correlate with potential future reductions. This measure remains unaffected by the pandemic, and the cumulative values, reported in the 2022 and 2023 CMAQ annual reports for NO<sub>x</sub>, have met the 2026 target and VOC is on track. The latest values observed and adopted targets are shown in **Table 2-40**.

Table 2-40: Emissions Reductions Measures and Targets

Pollutant	Latest Observed Value (2022 and 2023 Combined)	2024 Target	2026 Target
Nitrogen Oxide (kg/day)	4,929.94	2,330.64	4,195.15
Volatile Organic Compound (kg/day)	865.80	599.90	1,035.83

### *Addressing PM3 (System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program) Measures in Mobility 2050*

Mobility 2050 directly addresses many of the measures in the PM3 rulemaking and has selected policies, programs, and projects using similar criteria for many years. Many of the measures in this rulemaking have been incorporated as appropriate into the plan’s project selection processes (see *Project Selection/Prioritization Processes* below), and all measures are considered when developing the plan’s suite of recommendations. Upon implementation, these recommendations will directly address congestion, reliability, freight movement, and therefore lead to improvements in these measures and achievement of targets.

Some examples of specific programs and projects included in Mobility 2050 that are anticipated to address the PM3 measures are listed in **Table 2-41**.

Table 2-41: PM3 Performance Impacts of Selected Programs and Projects

Program/Project Name	PM3 Measures Addressed	Potential Impact
Signal Retiming Program	Interstate Reliability, Non-Interstate Reliability, Peak-Hour Excessive Delay, Total Emission Reductions	Retiming signals on the region’s arterials leads to more efficient utilization of the system and higher Interstate and Non-Interstate Reliability with resulting air quality benefits as well.
SH 360 from IH 30 to SH 183 Asset Optimization Project	Interstate Reliability, Truck Travel Time Reliability, Peak-Hour Excessive Delay	Strategically adding capacity and operational improvements to this corridor are anticipated to improve Interstate Reliability and Truck Travel Time Reliability.
Southeast Connector Corridor Project on US 287/IH 820/IH 20 in Tarrant County	Interstate Reliability, Truck Travel Time Reliability, Peak-Hour Excessive Delay	Adding capacity to this key transportation corridor is anticipated to alleviate recurring congestion and improve the reliability of the system.
Regional Veloweb Trail in Grand Prairie, Cotton Belt Trail, South Clark Road Trail	Non-Single-Occupancy Vehicle Travel, Total Emission Reductions	Completing these portions of the Regional Veloweb enables more of the region’s population to switch to nonmotorized commutes.

# TRANSIT ASSET MANAGEMENT

Public transportation provides thousands of people in North Central Texas with daily access to essential life opportunities. It is critical to have well-maintained, reliable transit assets to help ensure safe, dependable, and accessible transit services. The North Central Texas region has a variety of transit assets. The three major transit authorities—Dallas Area Rapid Transit (DART), Trinity Metro, the Denton County Transportation Authority (DCTA)—and smaller transit providers have transit assets, including nearly 2,000 buses and vans, and over 250 commuter, light rail, and trolley vehicles covering almost 300 miles of track. Transit agency assets also include support vehicles like service trucks and police cars, and infrastructure such as rail stations, park-and-ride locations, and maintenance facilities. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices to achieve a transit state of good repair, including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs
- Replacing each asset at the appropriate time

The TAM final rule establishes four performance measures related to the condition of transit assets. MPOs are required to coordinate with transit providers to report on these measures, establish regional targets, and integrate individual transit providers’ performance targets and TAM plans into planning documents. NCTCOG coordinated with all transit providers in the region, requesting transit asset data and agency-level metrics and targets. Based on the data received, the RTC established initial regional targets for the four transit asset categories

in December 2017. These targets have been reaffirmed regularly since that time, and updated targets were developed and adopted by the RTC in September 2022. These targets cover Fiscal Years 2023 to 2026.

In addition to adopting updated targets, NCTCOG has shifted its approach to the regional targets by setting distinct targets for the three large transit authorities (DART, Trinity Metro, and DCTA) and the rest of the region’s transit providers. This new approach was adopted to ensure that differences in operating environments, asset procurement options, and other impacts from the COVID-19 pandemic are considered in the target-setting and performance measurement process, while still providing an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a state of good repair. **Tables 2-42 and 2-43** list the measures and targets adopted for the large agencies and small providers, respectively.

Table 2-42: Large Agency Transit Asset Management Targets for Fiscal Year 2023-2026

Asset Category	Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark*
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	25%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark*
Facilities (buildings, stations, park-and-rides)	0%	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model scale

\* These vehicles are as old as or older than the industry standard.

Table 2-43: Small Provider Transit Asset Management Targets for Fiscal Year 2023-2026

Asset Category	Target	Metric
Rolling Stock (transit vehicles)	5%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark*
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	25%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark*
Facilities (buildings, stations, park-and-rides)	0%	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model scale

\* These vehicles are as old as or older than the industry standard.

## Rolling Stock: Percentage of Revenue Vehicles Met or Exceeded Useful Life Benchmark

This measure assesses the percentage of rolling stock revenue vehicles, such as buses and paratransit vehicles, a transit provider operates that have met or exceeded the Useful Life Benchmark (ULB). The ULB is the expected lifecycle of a capital asset for a particular transit provider’s operating environment, based on recommended mileage or the acceptable period of use in service. NCTCOG has set the regional target for this measure with the goal that the percentage of revenue vehicles that have met or exceeded their ULB does not exceed the target percentage. **Table 2-44** summarizes the targets and comparative performance in Fiscal Years 2021 to 2023 for rolling stock revenue vehicles in the region.

Table 2-44: Rolling Stock Performance Compared to Targets

Asset Type <sup>1</sup>	Percent of revenue vehicles that have met or exceeded their useful life benchmark				
	FY2021	FY2022	FY2023	Large Agency Target	Small Provider Target
Bus	2%	4%	1%	0%	5%
Small Bus	24%	24%	16%	0%	5%
Light Rail Vehicle	0%	0%	0%	0%	5%
Commuter Rail Locomotive	0%	44%	0%	0%	5%
Commuter Rail Passenger Car	0%	0%	0%	0%	5%
Articulated Bus	0%	0%	0%	0%	5%
Commuter Rail Passenger Coach <sup>2</sup>	0%	48%	0%	0%	5%

<sup>1</sup>Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive.”

<sup>2</sup>Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).

NCTCOG is actively using this performance measure to select programs and projects for Mobility 2050. See *Addressing Transit Asset Management in Mobility 2050* below for more information.

## Infrastructure: Percentage of Track Segments with Performance Restrictions

This measure assesses the performance of rail infrastructure operated by transit providers in the region by measuring the percentage of track segment with performance restrictions. A performance restriction exists on a segment of rail fixed guideway when the maximum permissible speed of transit vehicles is set to a value that is below the guideway’s full-service speed. These restrictions are often referred to as “slow zones.” NCTCOG has set the regional target for this measure with the goal that the percentage of track segments with performance restrictions does not exceed the target percentage. **Table 2-45** summarizes the targets and comparative performance in Fiscal Years 2021 to 2023 for rail infrastructure.

Table 2-45: Infrastructure Performance Compared to Targets

Rail Mode	FY2021 Performance	FY2022 Performance	FY2023 Performance	Large Agency/ Small Provider Target
Light Rail	0.20%	0%	0%	0%
Commuter Rail	12.55%	0%	0%	0%
Streetcar Rail	0%	0%	0%	0%
Hybrid Rail	0%	0%	0%	0%

## Equipment: Percentage of Non-Revenue Vehicles Met or Exceeded Useful Life Benchmark

This measure assesses the percentage of non-revenue vehicles, including transit service and maintenance vehicles, which have met or exceeded their ULB. NCTCOG has set the regional target for this measure with the goal that the percentage of revenue vehicles that have met or exceeded their ULB does not exceed the target percentage. **Table 2-46** below summarizes the target and comparative performance in Fiscal Years 2021 to 2023 for non-revenue equipment.

Table 2-46: Equipment Performance Compared to Targets

Asset Type	FY2021 Performance	FY2022 Performance	FY2023 Performance	Large Agency/ Small Provider Target
Automobiles	57%	57%	76%	25%
Steel Wheel Vehicles	33%	33%	50%	25%
Trucks & Other Rubber Tire Vehicles	69%	69%	64%	25%

## Facilities: Percentage of Facilities Assets with Condition Rating below 3.0 on Federal Transit Administration Transit Economic Requirements Model

This measure tracks the percentage of facility assets, such as maintenance, administrative, passenger, and parking facilities, with a condition rating below 3.0 on the Federal Transit Administration Transit Economic Requirements Model scale. NCTCOG set the regional target for this measure with the goal that the percentage of facilities with a condition rating below 3.0 on the Transit Economic Requirements Model scale does not exceed the target percentage., **Table 2-47** below summarizes the target and comparative performance in Fiscal Years 2021 to 2023 for this measure.

Table 2-47: Facilities Performance Compared to Targets

Asset Type	Fiscal Year 2021 Performance	Fiscal Year 2022 Performance	Fiscal Year 2023 Performance	Large Agency/ Small Provider Target
Administrative/ Maintenance	13%	13%	21%	0%
Passenger/Parking	2%	0%	1%	0%

## Addressing Transit Asset Management in Mobility 2050

Mobility 2050 directly addresses many of the measures in the TAM rulemaking and projects are selected with TAM principles in mind. Given the goal of TAM to achieve and maintain transit fleets, non-revenue vehicles, rail infrastructure, and facilities in a state of good repair, NCTCOG has advanced several policies and programs that center on planning, procurement, and implementation of projects that would further the maintenance or replacement of transit assets. Beginning in Fiscal Year 2021, TAM has been addressed in the

Transportation Improvement Program through regular maintenance of transit assets and the purchasing of new vehicles in cooperation with the region’s transit agencies and NCTCOG’s subrecipients using the Federal Transit Administration 5307 (Urbanized Area Formula) and 5339 (Bus and Bus Facilities) funds.

Staff are undertaking a Cooperative Vehicle Procurement (CVP) on behalf of small transit providers, nonprofits, and health and human service agencies. Through this CVP, NCTCOG will ensure compliance with federal procurement requirements, deliver savings and efficiencies to regional partners, and continue efforts to implement regional transit vehicle standards. The CVP will help meet the regional targets for the rolling stock performance measure.

A summary of specific programs and projects included in the Transportation Improvement Program that will help address the TAM measures are listed in **Table 2-48**. The current transit listings will be updated each cycle as the Federal Transit Administration releases additional funds for each fiscal year.

Table 2-48: Summary of Transportation Improvement Program Projects that Address TAM Performance Measures

Project Description	Performance Measures
Purchase Replacement Vehicles	Rolling Stock, Equipment
Bus Preventive Maintenance	Rolling Stock
Preventive Maintenance	All
System Preventive Maintenance	All
Rail Preventive Maintenance	Infrastructure
Purchase Replacement Vehicles – Trinity Railway Express Service	Equipment
Acquisition of Security Equipment	Equipment

## PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

Public Transit Agency Safety Plans are a means for transit providers and MPOs to monitor and improve the agency of transit systems under their jurisdiction. A core component of the process is monitoring and establishing targets for four required performance measures:

- Fatalities (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
- Injuries (total number of reportable injuries and rate per total vehicle revenue miles by mode)
- Safety Events (total number of reportable events and rate per total vehicle revenue miles by mode)
- System Reliability (mean distance between major mechanical failures by mode)

Transit provider targets are established annually. Regional targets will be updated every four years. Regional transit providers establish and publish their safety targets for each of the required performance measures in their agency safety plans. NCTCOG assesses each of these agency safety plans and coordinates with the transit providers, TxDOT, and the Federal Transit Administration Public Transit Agency Safety Plans Technical Assistance Center to determine the method and overall goal for the regional safety targets. **Table 2-49** below summarizes NCTCOG’s regional safety targets for each of the seven performance measures and provides the most recent regional performance data. While individual providers create targets for each mode they operate, the regional safety performance data is aggregated for the regional baseline average performance and safety targets to ensure consistency and applicability across the region. The overall goal of the targets is to achieve a 5 percent improvement over the regional baseline average performance by Fiscal Year 2025. However, fatality

targets are set to zero, in line with the regional safety position that, “Even one death in the transportation system is unacceptable.” These targets were approved by the RTC in 2021 and will be updated again by the end of Fiscal Year 2025. The update will include additional performance measures that the Federal Transit Administration added to the regulations in April 2024.

Table 2-49: Public Transit Agency Safety Plans Baseline Average Performance and Regional Safety Targets

Performance Measure	Baseline Average	FY2023 Performance	Regional Safety Target
Fatalities – Total Number	6.00	5.00	0.00
Fatalities – Rate per 100k Miles	0.01	0.007	0.00
Injuries – Total Number	150.50	396	142.98
Injuries – Rate per 100k Miles	0.23	0.52	0.22
Safety Events – Total Number	516.00	303	490.20
Safety Events – Rate per 100k Miles	0.81	0.40	0.77
System Reliability – Average Miles Between Major Mechanical Failures	18,896	26,544	19,841

### *Addressing Public Transportation Agency Safety Plans in Mobility 2050*

The safety of the transit system is of important regional value and many policies, programs, and projects that are included in Mobility 2050 directly or indirectly address the safety of the transit systems. An example project is the construction of safety walls along the Silver Line/Cotton Belt rail corridor near schools in Dallas and Plano. Double

projects, such as ongoing efforts on the Trinity Railway Express corridor, represent added capacity to the rail system, but they also provide important safety functions. The rail will be reconstructed, allowing for higher speeds, on a previously speed-restricted corridor. In addition, by allowing the trains to pass one another on separate tracks, potential conflicts are reduced, thereby increasing safety across the system. Many more safety-related projects will be implemented through programs like the Transit Enhancements and Mobility Improvements Program.

## **CONCLUSION**

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Tracking the performance of the region’s transportation system relative to the goals of previous and current federal legislation is a required component of the plan development process. However, data and insights gleaned from the federal performance measures can be applied in useful ways as there is overlap between Mobility 2050 goals and federal emphasis areas. During the period Mobility 2050 is in effect, these measures will continue to be tracked and updated as new data is available, generally on an annual basis.