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SEGMENT 2 RECOMMENDATIONS

N O R T H
C E N T R A L T E X A S
C O U N C I L O F
G O V E R N M E N T S
W A C O M P O
K I L L E E N
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INTRODUCTION

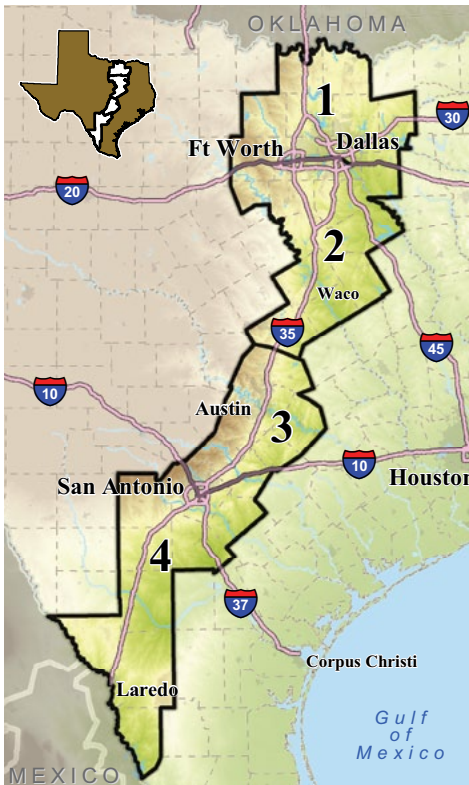
In 2007, the Texas Department of Transportation (TxDOT) recognized the need for the regular and systematic input of citizen planners to help determine the future of the I-35 corridor. In response, the I-35 Corridor Advisory Committee was created by the Texas Transportation Commission, bringing together a group of independent Texas citizens interested in the future of the corridor. These individuals, representing their regions, provide TxDOT with a citizen's view of how the corridor should be developed.

After a period of intense collaboration, the I-35 Corridor Advisory Committee issued the *Citizens' Report on the Current and Future Needs of the I-35 Corridor* in November 2008. Their report concluded that the existing capacity on I-35 was insufficient to meet future mobility demands, that additional capacity would be needed within the corridor, and that more community involvement was needed in planning the I-35 corridor. The Texas Transportation Commission agreed it was time for even more public input into the planning process, and called for a citizen-

directed effort starting at the local level.

In March 2009, the Texas Transportation Commission established four I-35 Corridor Segment Committees to assist the Corridor Advisory Committee. The Corridor Segment Committees' role is to bring forth community needs and transportation priorities for discussion, to develop potential solutions and seek public input, and to develop regional recommendations for I-35. The four I-35 Corridor Segment Committees represent four geographic regions along the I-35 corridor, roughly defined as North Texas, Central Texas, Austin-San Antonio, and South Texas.

The Corridor Advisory Committee, along with a representative from each Corridor Segment Committee, will use the four Segments' recommendations to create the MY 35 Plan for the I-35 corridor. Multi-modal and comprehensive, the plan will be based on community needs and shaped by Texas citizens.

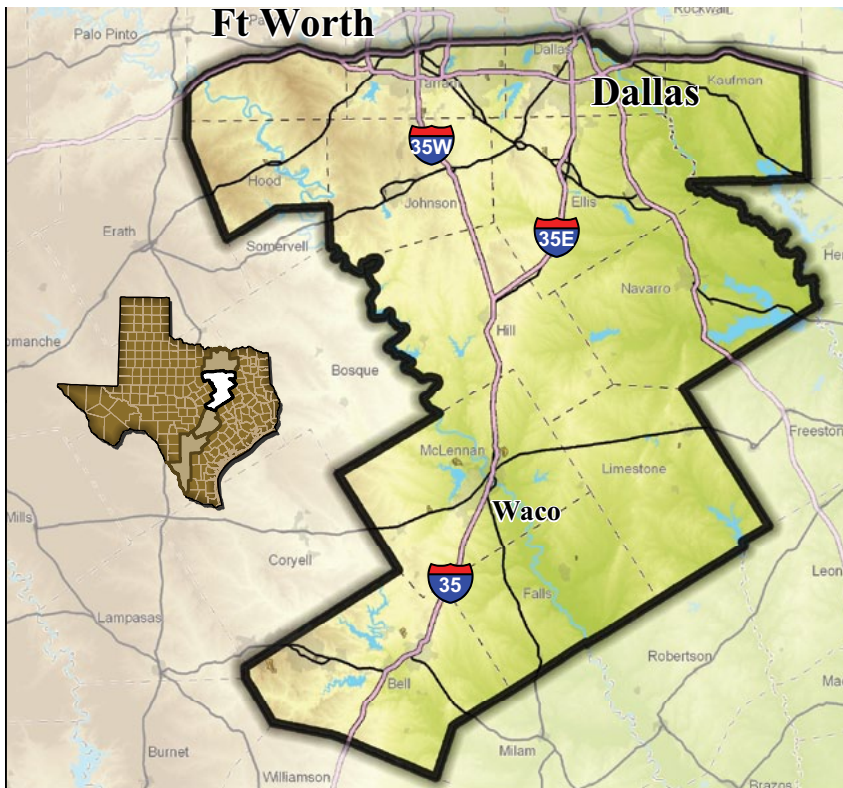


VISION STATEMENT

The I-35 Corridor Advisory Committee developed an overarching vision statement for the I-35 corridor based on the guiding principles in their November 2008 Citizens' Report. The vision statement reads:

The I-35 corridor will be an adequately funded, comprehensive multi-modal transportation system in Texas that is shaped by input from stakeholders and addresses mobility needs over time, preserves and promotes economic vitality, is environmentally sensitive, safe, and supports quality of life for the citizens of Texas.

SEGMENT 2



I-35 Corridor Segment 2 boundary includes the region from Interstate 20 (I-20) in Dallas-Fort Worth to the Williamson/Bell County line in Central Texas.

MEMBERS

I-35 Corridor Segment Committee members include representatives from counties, metropolitan planning organizations (MPOs), cities, chambers of commerce, economic development corporations and the Texas Farm Bureau. The Segment 2 Committee members are listed below:



- Tarrant County – Kenneth Barr**
- City of Fort Worth – Brian Beck**
- Johnson County – Don Beeson**
- McLennan County – Robert Braswell**
- City of Dallas – John Brunk**
- Kaufman County – Wayne Gent**
- Bell County – Richard Cortese**
- Limestone County - Invited but did not participate**
- Navarro County - Invited but did not participate**
- Parker County - Invited but did not participate**
- Waco MPO – Russell Devorsky**
- Dallas County – Grady Smithey**
- Hood County – Leonard Heathington**
- City of Holland - Invited but did not participate**
- City of Temple – Marty Janczak**
- Killeen-Temple MPO – William Jones, III**
- Ellis County – Barbara Leftwich**
- City of Waxahachie – Clyde Melick**
- North Central Texas Council of Governments – Jeffrey Neal**
- Hill County – Gwynn Orr**
- Texas Farm Bureau – Marc Scott**
- Falls County – Steven Sharp**
- Hillsboro Area Chamber of Commerce – Greg Solomon**

RECOMMENDATIONS

The Segment 2 Committee recommendations are not financially constrained. They are recommendations developed by the Segment Committee that identify the regional transportation needs along the I-35 corridor and recommend solutions to meet those needs. The Segment 2 Committee has not studied the feasibility, right-of-way requirements or environmental constraints related to any of the proposed corridor solutions in their recommendations.

GOALS

The Segment 2 Committee identified needs in their region and developed the following five goals for the Segment 2 recommendations to help meet those needs:

Improve mobility within the I-35 corridor

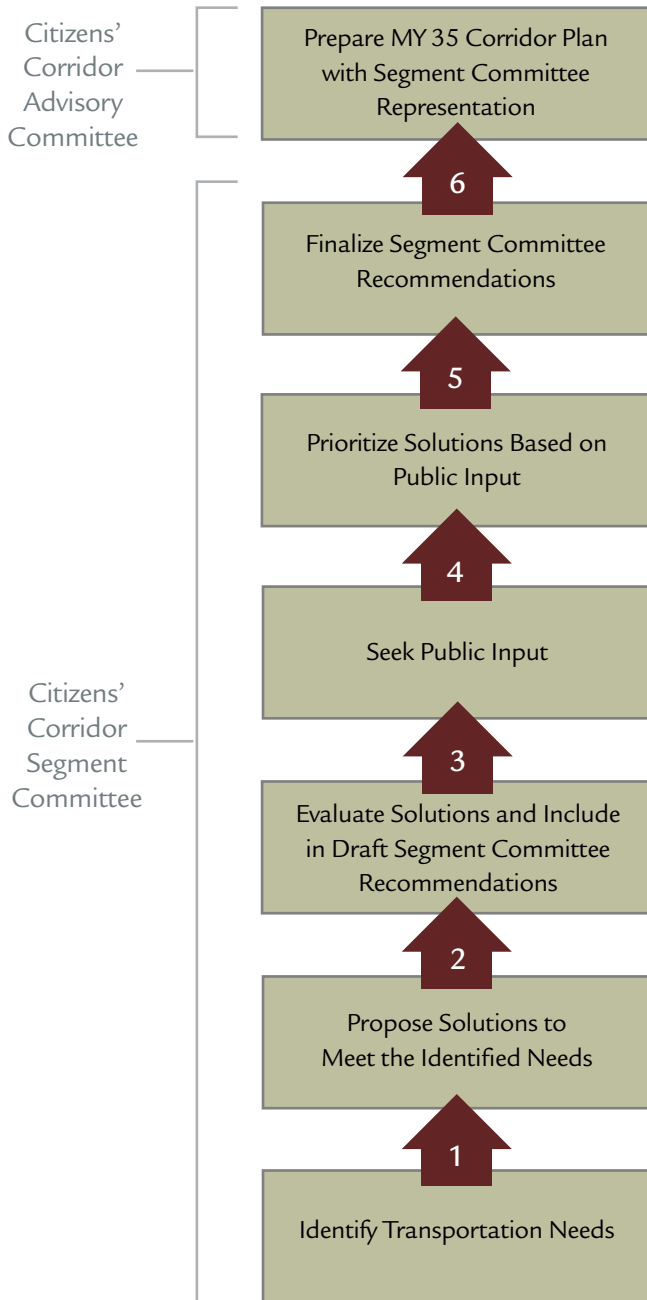
Improve safety within the I-35 corridor

Minimize impacts on the environment

Consider alternative modes to address the I-35 corridor needs

Promote economic development

THE DECISION-MAKING PROCESS



While the Segment 2 Committee held organizational meetings in 2009, their work on their Segment recommendations for MY 35 began in January 2010. Since then, the Committee has held monthly meetings to identify I-35 corridor needs in their region and to present and discuss potential solutions (Steps 1-3). In September 2010, the I-35 Corridor Segment 2 Committee held planning workshops to gather public input on their proposed solutions (Step 4). The Segment 2 Committee considered this input when making their final recommendations to the I-35 Corridor Advisory Committee for the corridor-wide MY 35 Plan (Steps 5 & 6). The MY 35 Planning Process is shown in the diagram. All Segment Committee meetings were open to the public.

DETERMINING THE NEEDS WITHIN THE I-35 CORRIDOR

The first step that the Segment 2 Committee engaged in during their planning process was to determine the needs within their segment of the I-35 corridor. In January 2010, the Committee reviewed planning data such as MPO long-range plans, regional population and demographics projections, and current and projected traffic data to determine the transportation needs along the I-35 corridor in Segment 2. The Committee also reviewed an inventory of the existing roadway and rail networks, as well as airport and intermodal facilities to determine the potential to expand existing I-35 or use other existing facilities to meet the needs of the I-35 corridor. From this review of current and projected needs as well as existing resources, the Segment 2 Committee identified the following transportation issues in their segment of the I-35 corridor:

Congestion issues and bottlenecks along I-35

Need for highway alternatives (north-south) to I-35

Air quality concerns, particularly in the MPO area

Need for transportation funding alternatives

Separation of truck traffic from commuter traffic

Need for alternative transportation modes

DEVELOPING SOLUTIONS

In February 2010, the Segment 2 Committee held a brainstorming session in which they developed preliminary roadway and rail solutions to meet the needs and growing demand in the I-35 corridor in Segment 2. For this brainstorming exercise, the Committee was instructed to not limit their solutions based on funding or potential cost. The preliminary roadway and rail solutions the Committee developed were based on the review of the planning data they had completed at their January meeting and on the committee members' knowledge of specific problem areas in the I-35 corridor.

At their March 2010 meeting, the Segment 2 Committee heard presentations from the TxDOT Rail Division on the status of state rail planning, the North Central

Texas Council of Governments (NCTCOG) regarding regional rail planning efforts, and the Texas High Speed Rail and Transportation Corporation (THSRTC) on high speed rail planning efforts in the state. Based on this additional information, they continued to refine their proposed list of roadway and rail solutions and selected projects for further analysis and evaluation. Some of the solutions the Committee proposed for further evaluation were already identified on MPO and state transportation plans, while others were new ideas the Committee developed.

EVALUATING PROPOSED SOLUTIONS

Once the Segment 2 Committee selected preliminary roadway solutions for further consideration, they evaluated those solutions using the I-35 Corridor Traffic Model. The I-35 Corridor Traffic Model, which is a travel demand model, helps planners identify future problem areas on the roadway network. Based on the results of the modeling effort, the Segment 2 Committee continued to refine their list of proposed roadway and rail solutions.

Because of the overlap in geographic area between Corridor Segments 1 and 2 in the Dallas-Fort Worth Metroplex, and the complexities of traffic issues in this area, the Segment 1 and 2 Committees held a joint meeting in May 2010. The joint meeting focused on evaluating possible solutions to resolve the future mobility issues in the Dallas-Fort Worth Metroplex. At this joint meeting, the two Committees decided to recommend adoption of those projects included in the *NCTCOG 2030 Plan - 2009 Amendment* in their Segment recommendations in the Dallas-Fort Worth Metroplex.

The Segment 2 Committee continued to refine their solutions in June 2010, and started preparing for the public involvement component of the MY 35 planning effort in July and August 2010.

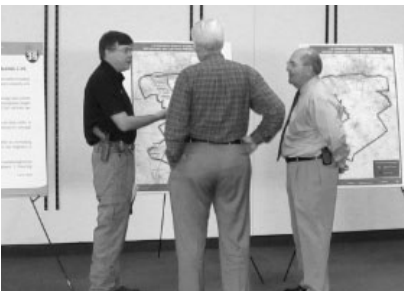
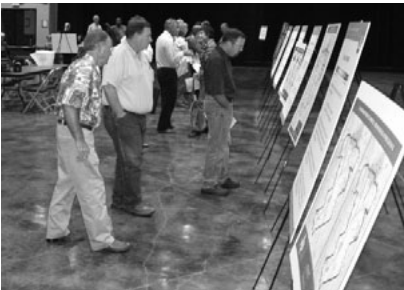
PUBLIC INVOLVEMENT

In September 2010, the Segment 2 Committee held seven public planning workshops to get input from the general public on the Committee's proposed roadway and rail solutions for their segment of the I-35 corridor. Two of these workshops were joint meetings with the Segment 1 Committee where projects proposed by both Committees were presented to the public.

I-35 Corridor Segment 2 Planning Workshop Summary

Workshop Date	City	Location	Public Attendance
September 7, 2010	Temple, TX	Frank W. Mayborn Civic & Convention Center	26
September 8, 2010	Waco, TX	Waco Convention Center	7
September 9, 2010	Waxahachie, TX	Waxahachie Civic Center	11
September 13, 2010	Burleson, TX	Burleson Recreation Center	5
September 14, 2010	Hillsboro, TX	Outlets at Hillsboro	11
September 15, 2010	Dallas, TX*	Hilton Garden Inn Dallas Market Center	13
September 20, 2010	Fort Worth, TX*	Education Service Center Region XI	10

*These workshops were joint meetings of I-35 Corridor Segment Committees 1 and 2



The planning workshops were advertised at www.MY35.org, via social media sites (Facebook, Twitter), through newspaper legal notifications, press releases, flyers, and in announcements on the radio in the Segment 2 planning area. The workshops provided an opportunity for the public to review the Committee’s proposed solutions, ask questions of committee members, and learn more about the MY 35 planning process in an open house format. The public was invited to complete a questionnaire to give feedback on the Segment 2 Committee’s proposed roadway and rail solutions. The questionnaire and all workshop materials were also available at www.MY35.org beginning on September 7, 2010. The questionnaire and other comments on the Segment Committee’s recommendations could be submitted online or through the mail until October 6, 2010. The Segment 2 Committee received a total of 76 completed questionnaires during the public workshop comment period.

In addition, at the request of the Segment 2 Committee, NCTCOG presented the projects proposed by the Segment 1 and 2 Committees in the Dallas-Fort Worth Metroplex at regional meetings they held on September 14 and 15, 2010 in Cedar Hill, Lewisville, and Keller.

RECOMMENDATIONS

Following the completion of their public workshops, the Segment 2 Committee met in October 2010 to finalize their solutions. At this meeting, the Segment 2 Committee developed general recommendations, suggested operational improvements, and identified a list of priority roadway and rail projects.

The Segment 2 Committee focused primarily on I-35 as it is the main transportation corridor through Segment 2. The Segment 2 Committee was interested in projects that connected their region with Austin/San Antonio and Dallas/Fort Worth. Since the Segment 2 Committee area included the southern Dallas/Fort Worth Metroplex, the Committee relied upon the NCTCOG Metropolitan Transportation Plan as a basis for their recommendations since so much coordination and local planning had gone into developing the Metropolitan Transportation Plan. Although the Segment 2 Committee included many rural entities, the Committee was still very interested in considering transportation alternatives to highways, specifically in long-distance rail solutions that connected them to Austin/San Antonio and Dallas/Fort Worth.

The Segment 2 Committee prioritized their roadway and rail solutions into near-term (5-10 years), mid-term (10-20 years), or long-term (20 + years) projects. The Committee considered the following in prioritizing their solutions:

Ability of the solution to improve traffic conditions on I-35

Current status of the project (already planned and funded or not yet developed)

Public input

GENERAL RECOMMENDATIONS

The Segment 2 Committee also developed the following eight general recommendations for the I-35 Corridor Advisory Committee to consider in the MY 35 Plan:

Maximize use of existing rights of way, and keep improvements near present-day I-35, where feasible

Consider common rights of way for rail and highway/multi-modal alignments, where feasible

Consider acquiring sufficient right of way for future expansion, where feasible

Minimize displacements of business/industry and impacts to farmland through project engineering and design

Consider double-tracking rail lines to accommodate more freight and/or intercity commuter rail, where feasible

Consider managed lanes or congestion pricing as an option to manage congestion

Develop and implement a travel demand management program within the I-35 corridor

Fix the transportation funding mechanism

OPERATIONAL IMPROVEMENT RECOMMENDATIONS

The Segment 2 Committee also developed the following three operational improvement recommendations for the I-35 Corridor Advisory Committee to consider in the MY 35 Plan:

Improve incident management and related agency coordination so that accidents and disabled vehicles can be cleared more quickly and delays can be minimized

Use and improve upon technology, such as electronic signs, to provide updated traffic information, alternative routes, and other traffic management solutions to travelers on I-35

Reduce tolls on alternative routes to I-35 during times when I-35 is the most congested and consider congestion pricing as an option to manage congestion

PROJECT RECOMMENDATIONS

The final list of prioritized multi-modal solutions that the Segment 2 Committee recommends to the I-35 Corridor Advisory Committee for inclusion in the MY 35 Plan are listed below as near-term, mid-term, and long-term solutions. Project information sheets and maps showing conceptual project locations for the projects listed below are included in the appendix.

NEAR-TERM PROJECTS (5 TO 10 YEARS)

The Committee ranked the near-term projects in order of priority from 1 to 9 (see numbers in parentheses).

I-35E from I-20 to Hillsboro (1)

I-35 Interchange Improvements (2)

I-35W from I-30 to Hillsboro (3)

Loop 12/Spur 408/I-20 Bypass (4)

High-Speed and Commuter Rail Ridership and Revenue Study (5) (The Committee did not visually conceptualize this project, therefore information on this project is not included in the appendix.)

SH 360 Extension from I-30 to US 67 (6)

Outer Loop from I-20 (E) to Southwest Parkway (W); includes Loop 9 (7)

US 67 Gateway Horizon (8)

Tower 55 (9)

MID-TERM PROJECTS (10 TO 20 YEARS)

I-35 from Hillsboro to Bell County Line

Southern Gateway (I-35E/US 67)

SH 6 Improvements

Loop 363 around Temple

High-Speed Passenger Rail Paralleling I-35 (Texas T-Bone Concept)

Passenger Rail from Arlington to San Antonio

LONG-TERM PROJECTS (20+ YEARS)

SH 360 Extension from US 67 to Hillsboro

Outer Loop from Southwest Parkway (E) to I-20 (W)

Waco Western Bypass

US 77 Improvements

SH 34 Improvements

CONCLUSION

Taken together as a group, recommendations from the Committees for Corridor Segments 1, 2, 3 and 4 provide a citizens' perspective on transportation needs along the I-35 corridor. Synthesizing these four sets of project and policy recommendations, the I-35 Corridor Advisory Committee will work to create the MY 35 Plan, a comprehensive statewide vision for the I-35 corridor.

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APPENDIX

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I-35E FROM I-20 TO HILLSBORO

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve overall mobility on Interstate 35 East (I-35E) from I-20 to Hillsboro.

EXISTING FACILITY

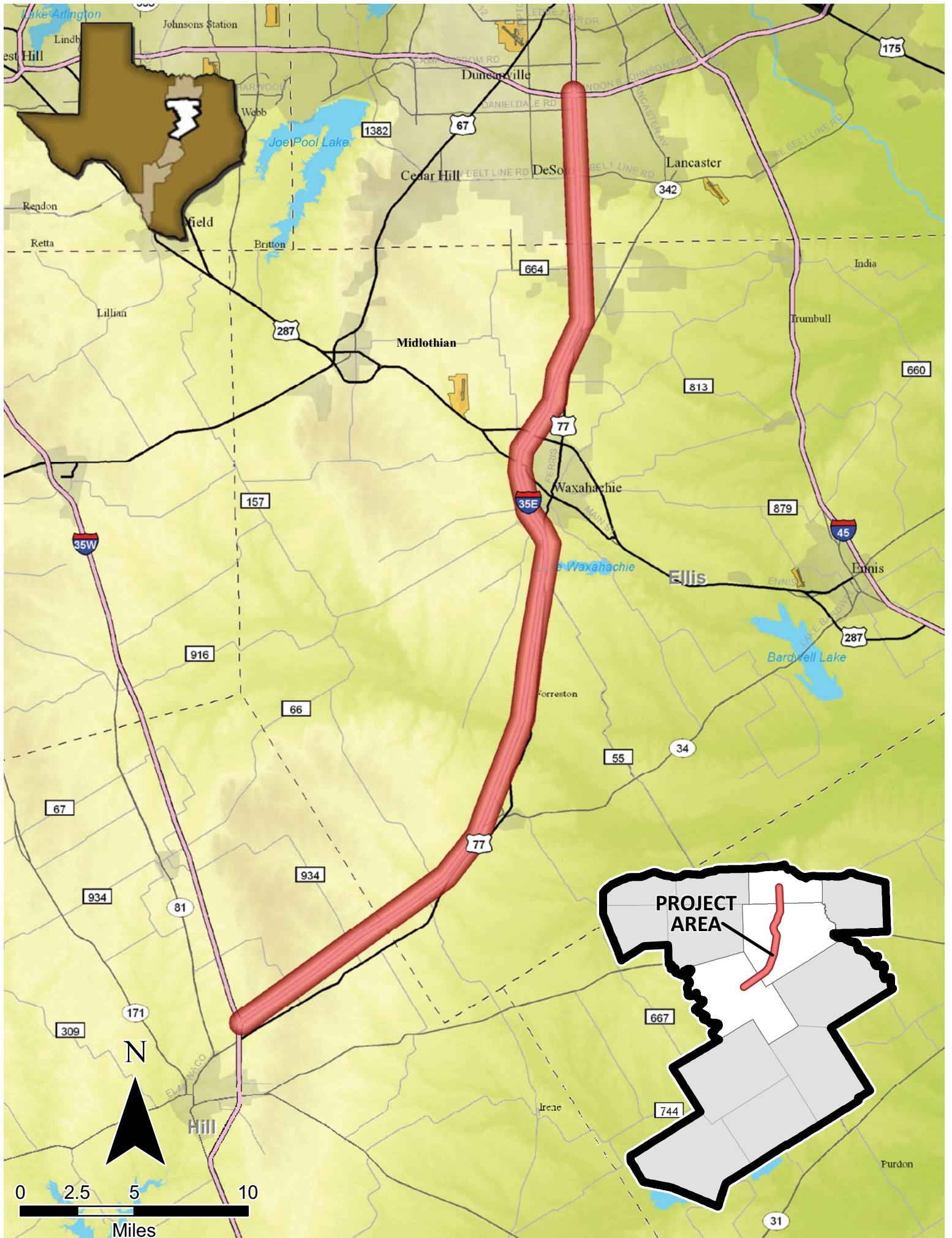
The existing I-35E facility is four lanes from Hillsboro to approximately ten miles south of I-20, where it transitions to six and then eight lanes.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to I-35E from I-20 to Hillsboro as a near-term project. This project would widen I-35E from I-20 to U.S. Highway (US) 287 to eight lanes, a distance of approximately 24 miles, and widen I-35E from US 287 to the merge of I-35E and I-35W at Hillsboro to six lanes, a distance of approximately 37 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$1.2 billion and \$1.75 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-35 INTERCHANGE IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed project is to improve access to and connectivity within the Interstate 35 (I-35) corridor by providing fully directional interchanges at several locations.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends several near-term improvements that would upgrade the following interchanges to fully directional interchanges:

I-35E and U.S. Highway (US) 287 bypass

I-35W and US 67

US 67 and US 287

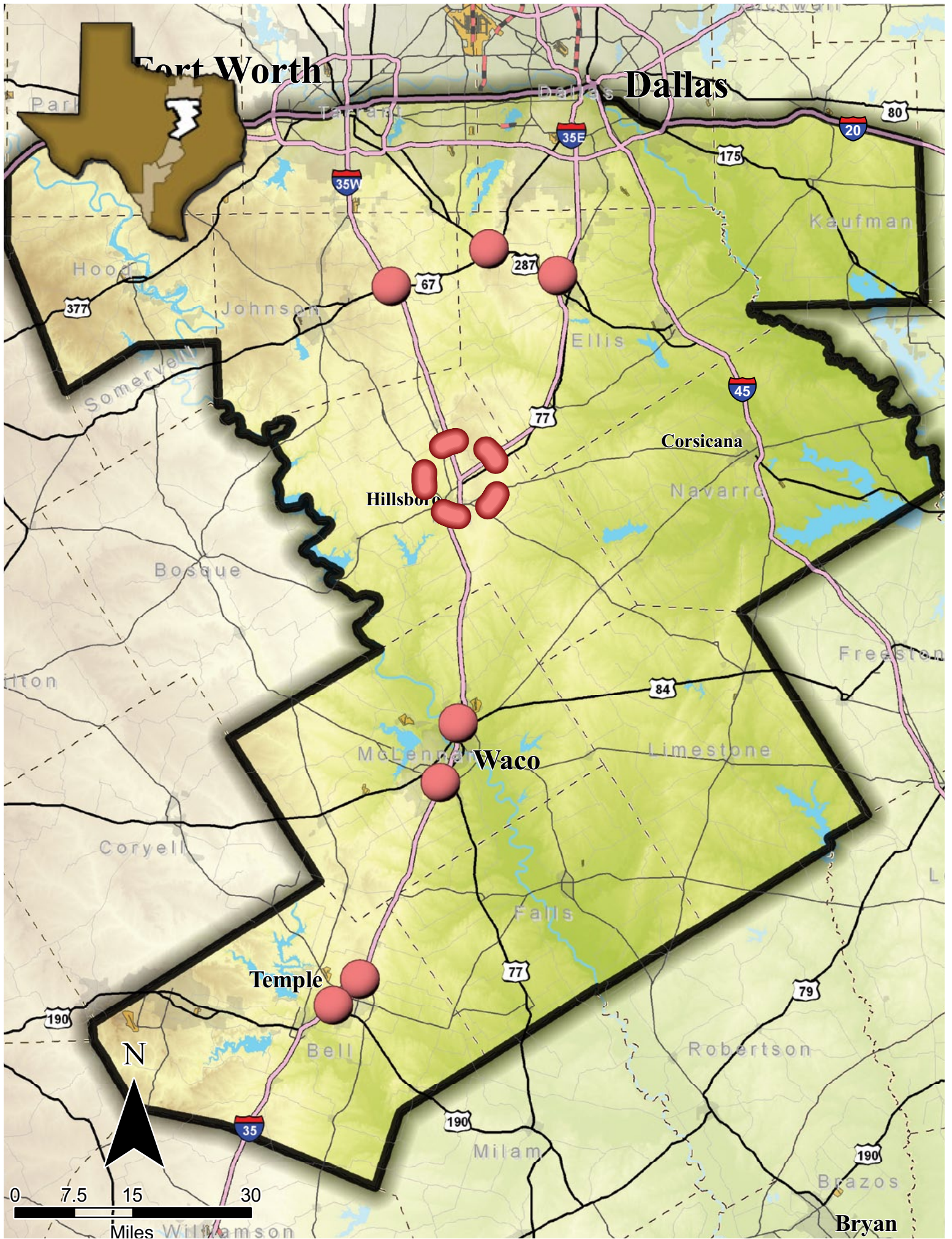
State Highway Loop 340 (Loop 340) North and South connections with I-35

State Highway Loop 363 (Loop 363) North and South connections with I-35

The Committee also identified the need for an interchange study at the I-35E/I-35W interchange in Hillsboro.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual interchange improvements is between \$1.45 billion and \$2.1 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-35W FROM I-30 TO HILLSBORO

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve mobility on Interstate 35 West (I-35W) from I-30 to Hillsboro.

EXISTING FACILITY

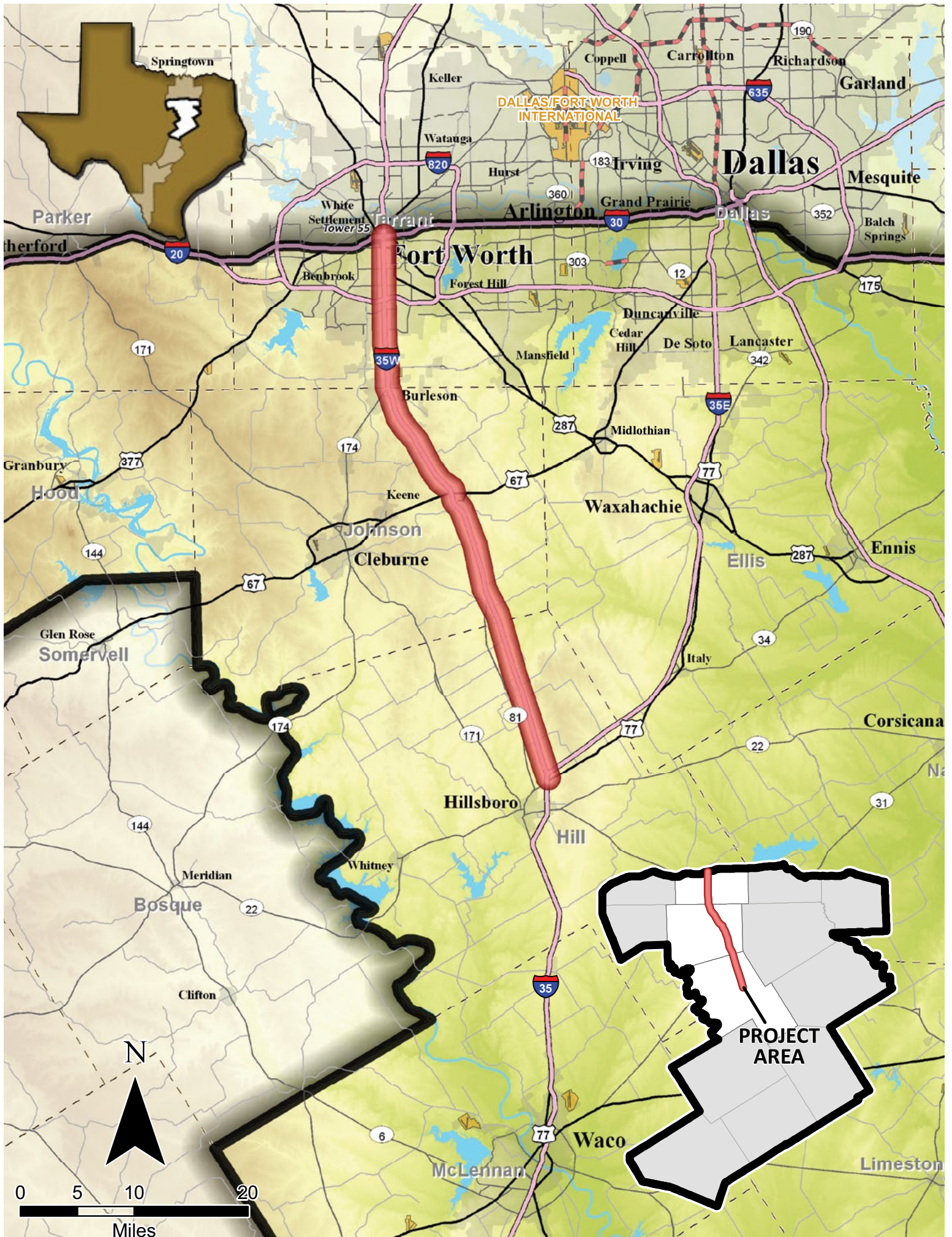
The existing I-35W facility is four lanes from Hillsboro to State Highway (SH) 174 and six to eight lanes from SH 174 to I-30.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to I-35W from I-30 to Hillsboro as a near-term project. This project includes widening I-35W for approximately 13 miles from I-30 to SH 174 to eight general purpose lanes and four managed lanes for a total of twelve lanes, widening I-35W for approximately 11 miles from SH 174 to U.S. Highway (US) 67 to eight general purpose lanes, and also widening I-35W from US 67 to Hillsboro to six lanes for a distance of approximately 27 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$2.15 billion and \$3.05 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



LOOP 12/SPUR 408/I-20 BYPASS

PROJECT PURPOSE

The purpose of the proposed project is to improve connectivity within the Interstate 35 (I-35) corridor and to provide an alternative bypass option to the proposed Trinity Parkway project.

EXISTING FACILITY

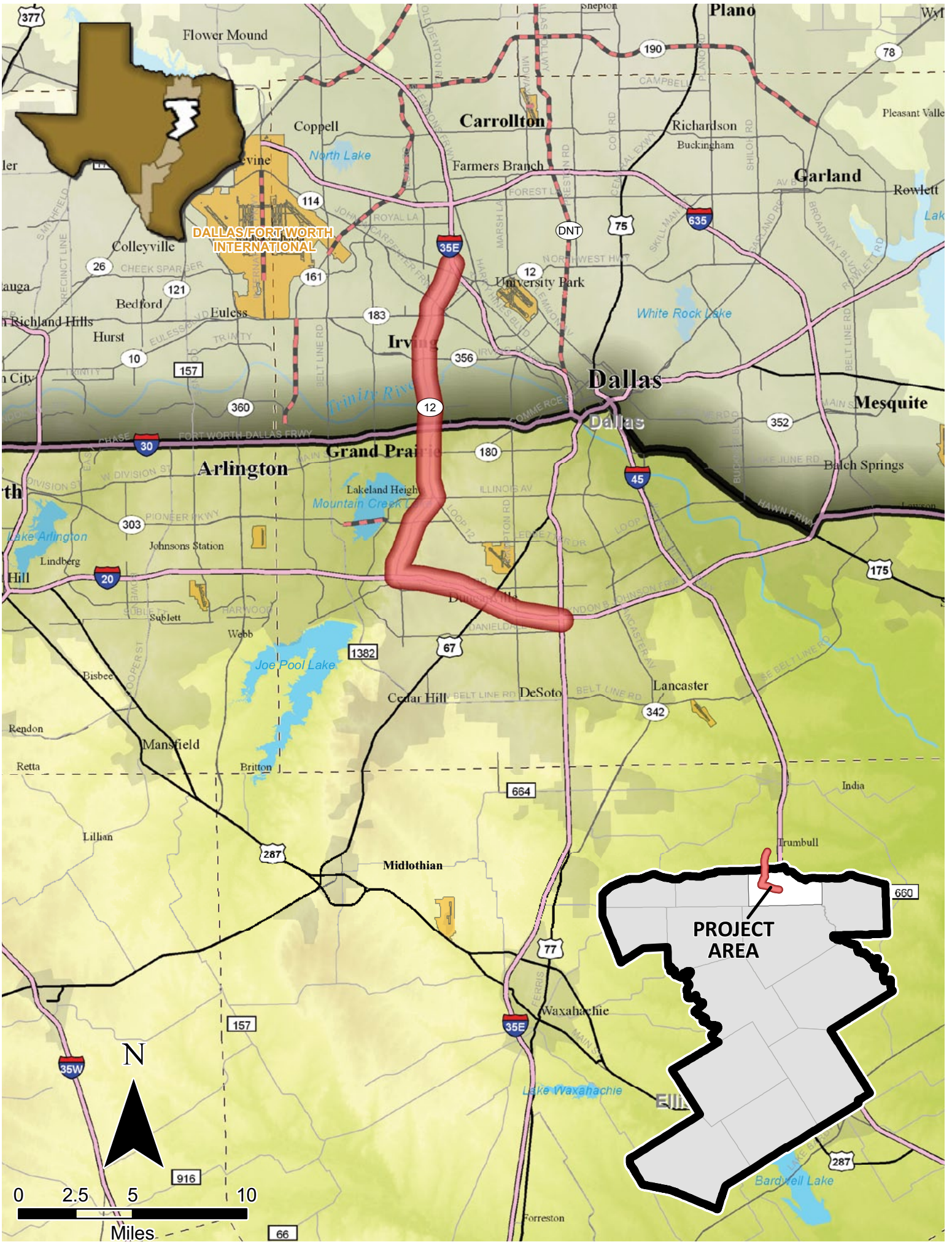
The existing State Highway Loop 12 (Loop 12) facility is eight lanes from Spur 408 to State Highway (SH) 356 and six lanes from SH 356 to I-35E. The existing Spur 408 facility is six lanes from Loop 12 to I-20. The existing I-20 facility is eight lanes from Spur 408 to I-35E.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the Loop 12/Spur 408/I-20 bypass project as a near-term project. This project would widen Loop 12 from I-35E to Spur 408 to eight general purpose lanes plus two reversible managed lanes for a total of ten lanes, a distance of approximately 11 miles; widen Spur 408 from Loop 12 to I-20 to eight lanes, a distance of approximately 4 miles; and, widen I-20 from Spur 408 to I-35E to ten lanes, a distance of approximately 8 miles. The Committee also supports constructing continuous frontage roads in this area as part of this project.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, the Loop 12 from Spur 408 to I-35E portion of the project is estimated to cost approximately \$1.6 billion including right of way in year of expenditure dollars. According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, the I-20 from Spur 408 to U.S. Highway (US) 175 portion of the project is estimated to cost approximately \$619 million including right of way in year of expenditure dollars. Note that the Segment 2 Committee suggested improvement only goes from Spur 408 to I-35E, whereas this NCTCOG cost estimate is for a longer section between Spur 408 and US 175. The estimated cost for the conceptual Spur 408 from Loop 12 to I-20 project is between \$100 million and \$150 million. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



SH 360 EXTENSION FROM I-30 TO US 67

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility by providing an alternative route to the central Dallas-Fort Worth (DFW) Metroplex to Interstate 35 East (I-35E) and I-35W.

EXISTING FACILITY

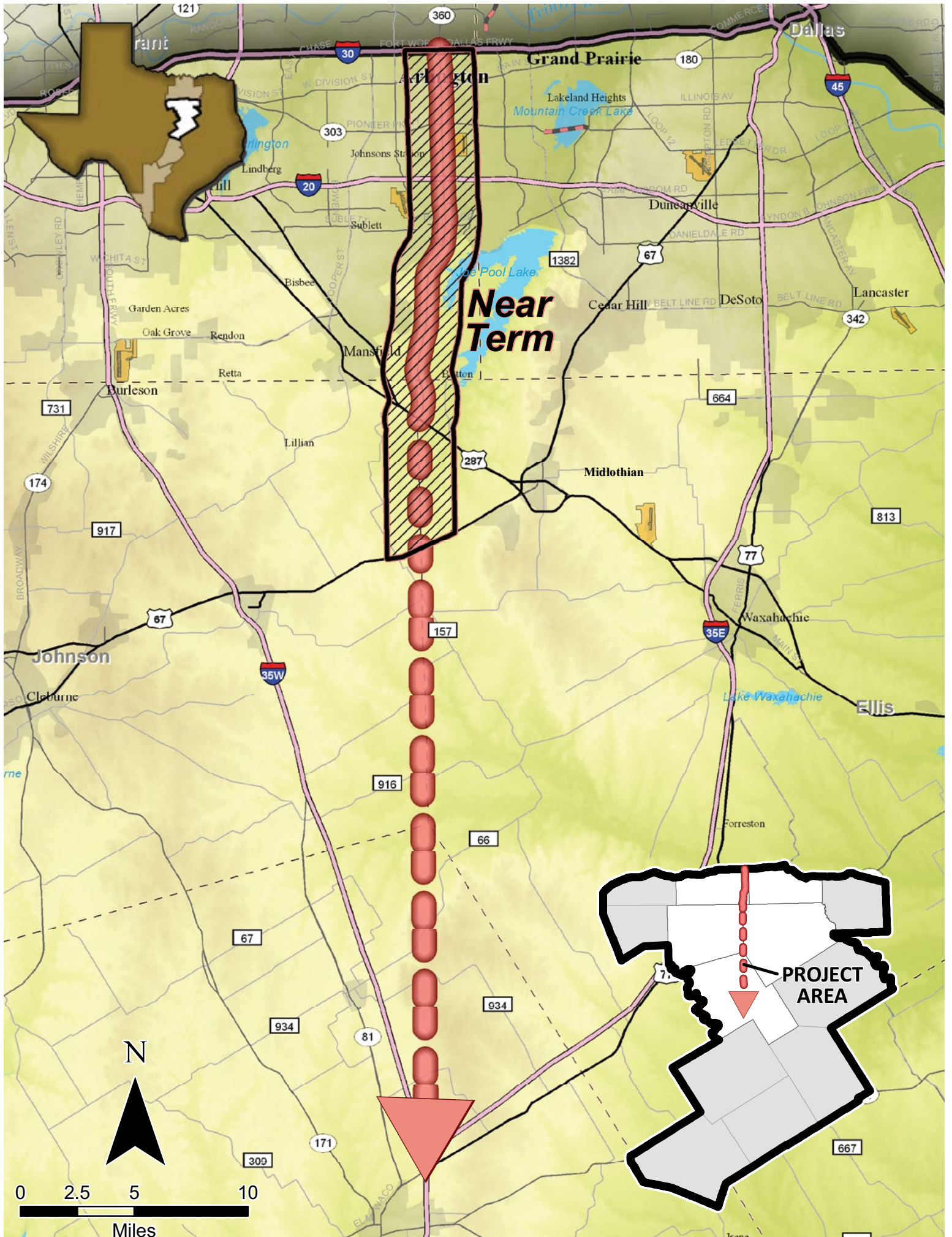
The existing State Highway (SH) 360 facility is four lanes from I-30 to Sublett Road, four frontage lanes from Sublett Road to Lone Star Road, and two frontage lanes from Lone Star Road to U.S. Highway (US) 287.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to SH 360 from I-30 to US 67 as a near-term project. This project includes widening SH 360 from I-30 to US 67 to a six-lane, controlled access facility, a distance of approximately 16 miles, and extending SH 360 from US 67 to Hillsboro to a four-lane controlled access facility, a distance of approximately 27 miles. The Committee identified the section from US 67 to Hillsboro as a long-term priority.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, the portion of the SH 360 project from I-30 to US 67 is estimated to cost approximately \$845 million including right of way in year of expenditure dollars. This cost includes the entire SH 161/SH 360 Toll Connector project cost.



OUTER LOOP FROM I-20 (E) TO SOUTHWEST PARKWAY (W); INCLUDES LOOP 9

PROJECT PURPOSE

The purpose of the Dallas-Fort Worth (DFW) Regional Outer Loop project is to improve regional mobility and system connectivity with the Interstate 35 (I-35) corridor. As currently envisioned, the Regional Outer Loop would provide a bypass route of the DFW Metroplex urban core.

EXISTING FACILITY

The DFW Regional Outer Loop is a proposed future bypass route around the DFW Metroplex. As currently envisioned, the DFW Regional Outer Loop system will include improvements to existing roadways and the construction of new location facilities.

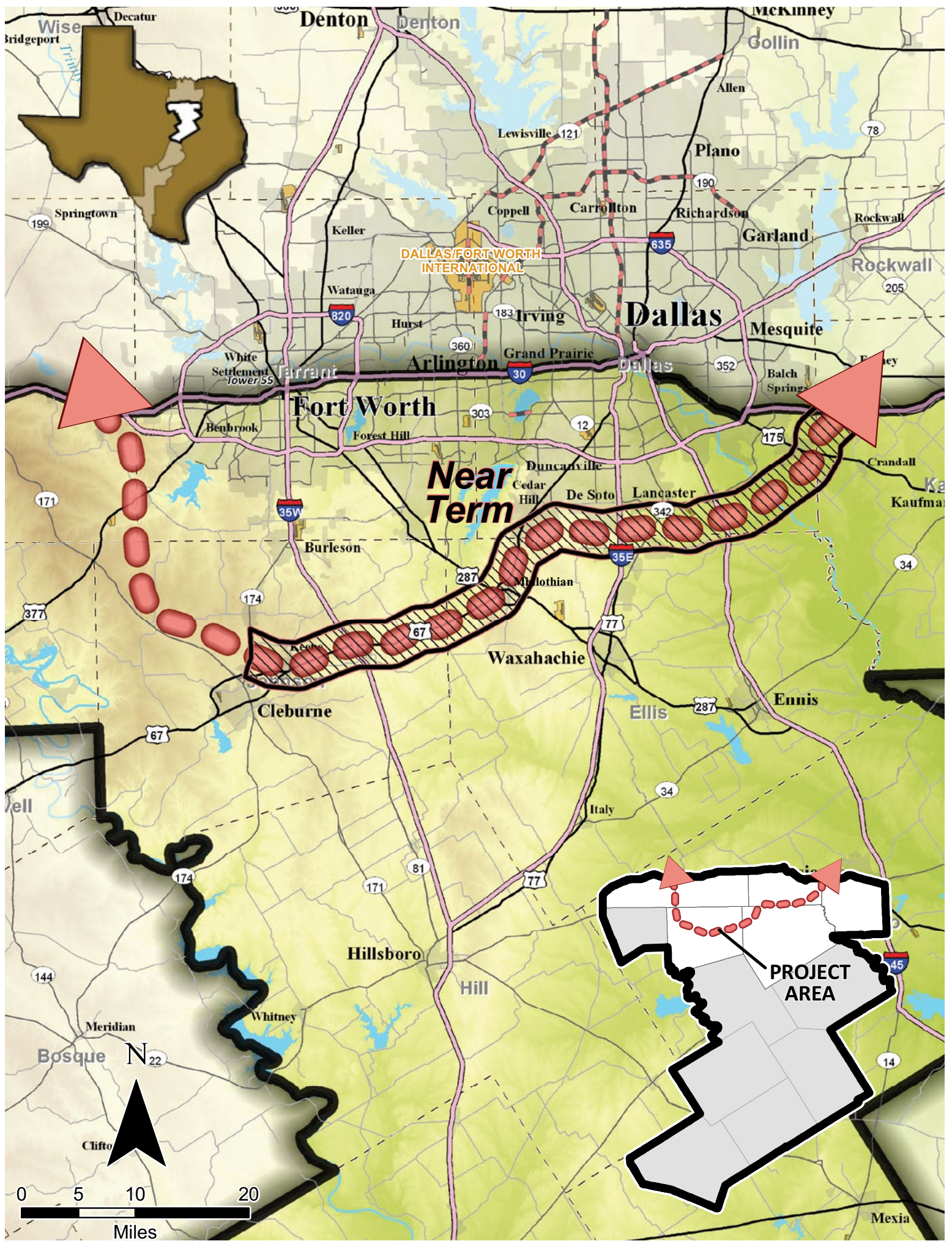
PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the DFW Regional Outer Loop section between Interstate 20 (I-20) (E) and Southwest Parkway (W), including State Highway Loop 9 (Loop 9), as a near-term project. The DFW Regional Outer Loop System, as generally described in the North Central Texas Council of Governments (NCTCOG) *Mobility 2030 Plan – 2009 Amendment*, includes improvements to existing I-35, I-35W, State Highway (SH) 170, SH 360 and new location roadways in the eastern and western portions of the proposed projects, including the proposed Loop 9 project*. The committee selected all of these improvements as listed in the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, with the exception of incorporating a section of existing U.S. Highway (US) 67 for the southwest portion of the DFW Regional Outer Loop.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, all components of the DFW Regional Outer Loop system are estimated to cost approximately \$21.9 billion including right of way in year of expenditure dollars.

*See NCTCOG *Mobility 2030 Plan – 2009 Amendment* for full Outer Loop system description and detailed limits of improvements.



US 67 GATEWAY HORIZON

PROJECT PURPOSE

The purpose of the U.S. Highway (US) 67 Gateway Horizon project is to improve regional mobility in the area between Interstate 35 West (I-35W) and I-35E, south of the Dallas-Fort Worth (DFW) Metroplex.

EXISTING FACILITY

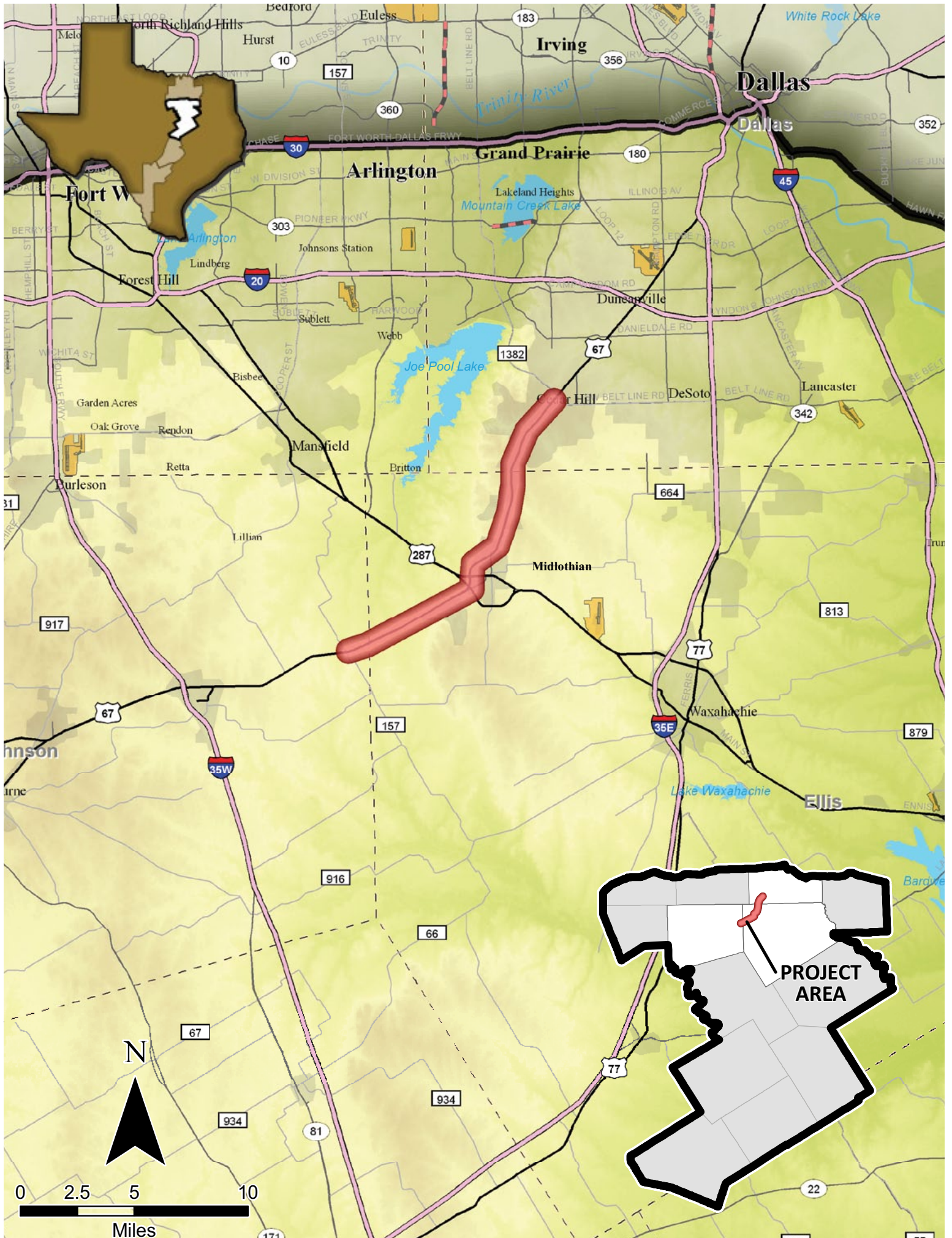
The existing US 67 facility has four general purpose lanes from Farm to Market Road (FM) 1382 to FM 157.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the US 67 Gateway Horizon project as a near-term project. This project would consist of widening US 67 to six general purpose lanes plus one reversible managed lane from FM 1382 to State Highway Loop 9 (Loop 9), and widening US 67 to six general purpose lanes from Loop 9 to FM 157. The total project length is approximately 16 miles.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, the project is estimated to cost approximately \$353.8 million including right of way in year of expenditure dollars.



TOWER 55

PROJECT PURPOSE

The purpose of the Tower 55 Project is to reduce regional rail congestion caused by the convergence of multiple major freight and passenger rail movements at the existing intersection. Added capacity for Tower 55 will enable more train movements per day and significantly less queuing at the intersection, resulting in enhanced safety and local access for vehicles and pedestrians at crossings surrounding downtown Fort Worth, improved regional air quality, and an increased ability to expand commuter rail service throughout the Dallas-Fort Worth (DFW) region.

EXISTING FACILITY

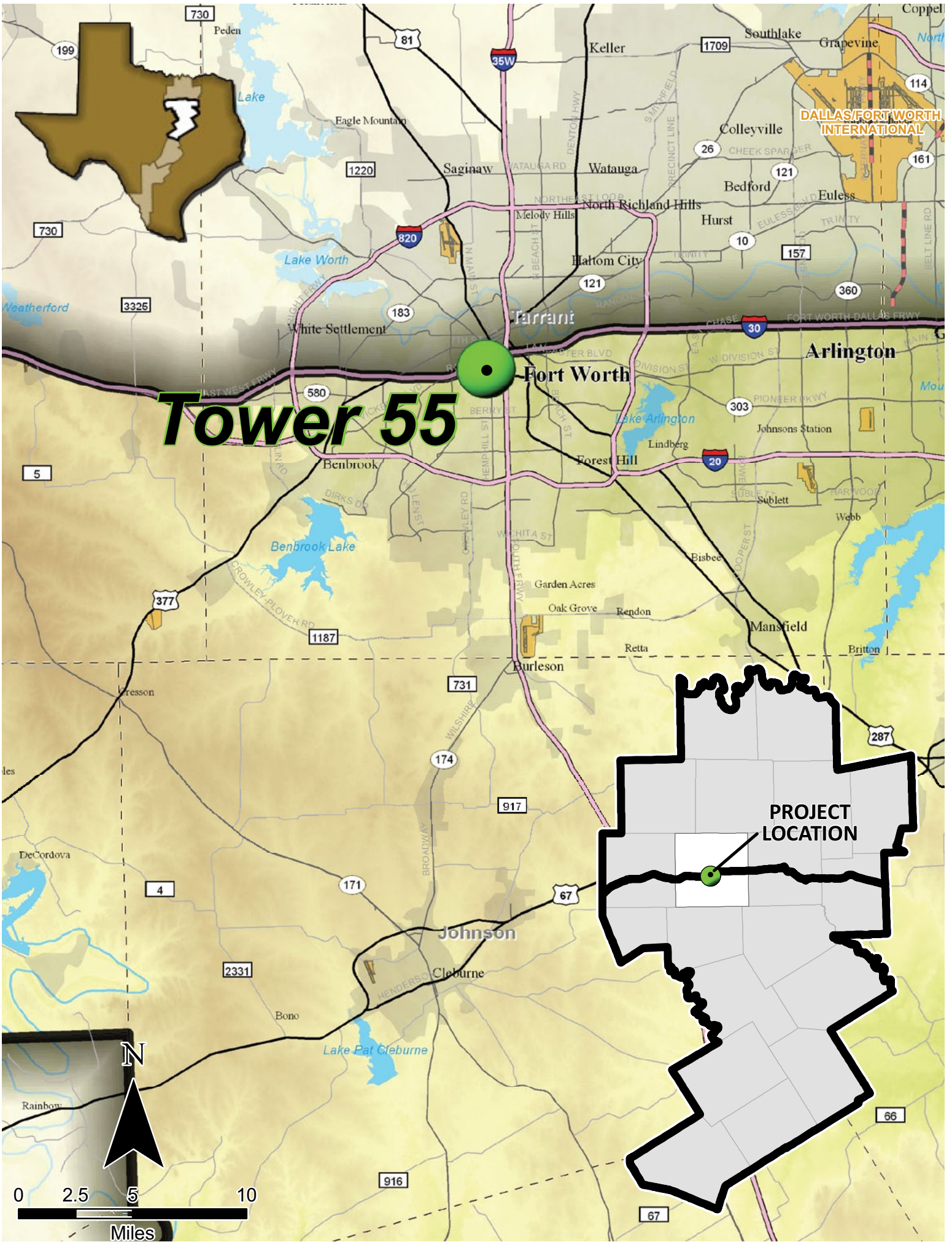
The existing Tower 55 is located beneath the interchange of Interstate 35 West (I-35W) and I-30. It is currently one of the busiest at-grade rail intersections in the United States, with movements in excess of 100 trains per day. The rail congestion at Tower 55 adversely impacts freight and passenger rail movements throughout the state, with delays stretching up to several hundred miles away from the intersection.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to Tower 55 intersection as a near-term project. Tower 55, as described in the *Tower 55 Rail Reliever Study and Environmental Assessment* (EA) being prepared by the North Central Texas Council of Governments (NCTCOG), includes near-term and long-term improvements. The implementation plan in the document identifies the following system of improvements at Tower 55: (1) Near-Term Improvements – Burlington Northern Santa Fe (BNSF) Railway, Union Pacific (UP) Railroad, and the City of Fort Worth have recently agreed upon a collection of improvements which will provide sufficient capacity at Tower 55 for the next 15-20 years; (2) Long-Term Improvements – After 15-20 years, projected increases in train volumes will require construction of a railroad grade separation at Tower 55, via a North-South or East-West Trench. The feasibility of these alternatives continues to be analyzed by the project partners, and selection of a locally preferred alternative will likely occur by Spring 2011. The state received \$34 million in TIGER II grant funding in October 2010 for improvements at Tower 55.

CONCEPTUAL PROJECT COST ESTIMATE

The package of short-term improvements identified by BNSF Railway, UP Railroad, and the City of Fort Worth has an estimated cost of \$94 million. The two remaining long-term improvement alternatives each have an estimated cost of \$800 million.



Tower 55

DALLAS/FORT WORTH INTERNATIONAL

PROJECT LOCATION

N

0 2.5 5 10

Miles

I-35 FROM HILLSBORO TO BELL COUNTY LINE

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve mobility on Interstate 35 (I-35) from Hillsboro to the Bell County line.

EXISTING FACILITY

The majority of existing I-35 between the Williamson/Bell County line and Hillsboro is four lanes, with six-lane sections in Waco, Temple and the southern part of Bell County.

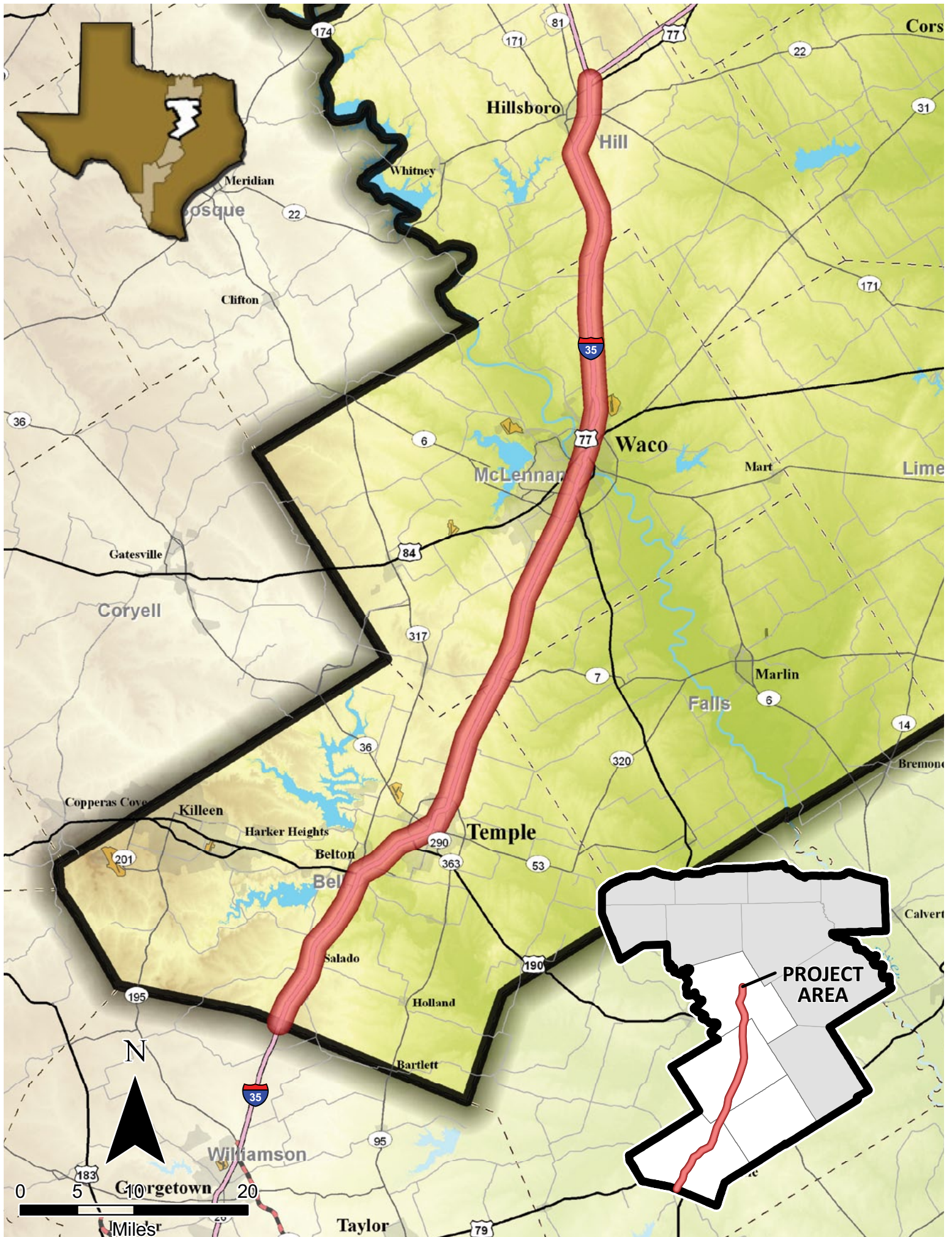
PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to I-35 from Hillsboro to the Bell County line as a mid-term project. This project would involve widening I-35 to eight lanes from Hillsboro to the Williamson/Bell County line for a distance of approximately 93 miles.

The Committee believes that this entire section of I-35 should be expanded to six-lanes before eight-lane expansion is undertaken. Also, the six-lane expansion currently underway should be completed in such a way that it can accommodate an ultimate section of eight-lanes.

CONCEPTUAL PROJECT COST ESTIMATE

According to the TxDOT *Waco District Improvement Plan*, the cost for expanding I-35 to six lanes through this area is estimated at approximately \$1.5 billion. Funding for the six-lane expansion of I-35 was obtained from Proposition 12, Proposition 14, and the American Recovery and Reinvestment Act (ARRA) of 2009, and is currently underway. The estimated cost for expanding I-35 from six to eight lanes is between \$2.25 billion and \$3.25 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



SOUTHERN GATEWAY (I-35E/US 67)

PROJECT PURPOSE

The purpose of the Southern Gateway project is to increase capacity and improve mobility on Interstate 35 East (I-35E) and U.S. Highway (US) 67.

EXISTING FACILITY

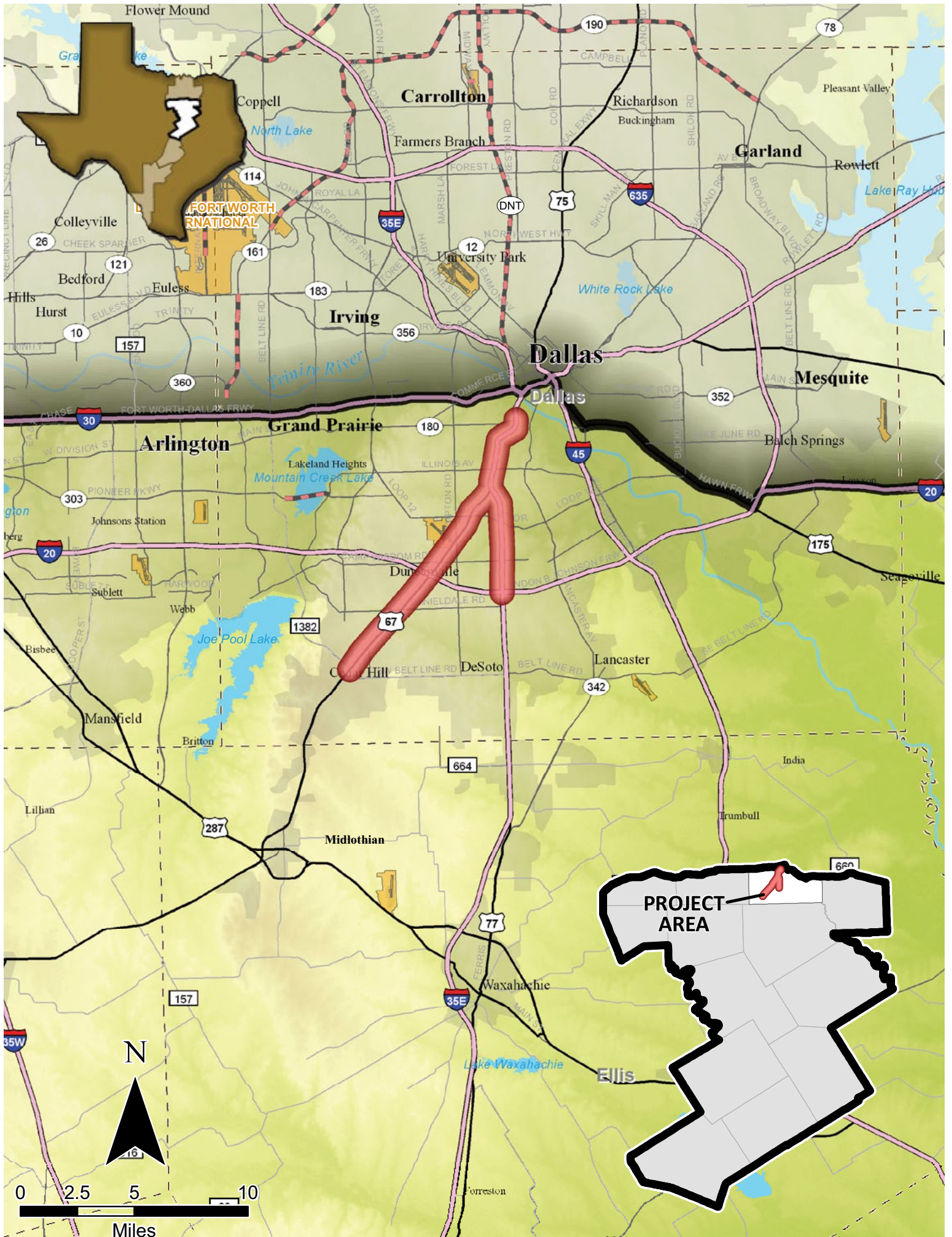
The existing I-35E facility has eight general purpose lanes and one high-occupancy vehicle (HOV) lane from 8th Street to US 67 and six lanes from US 67 to I-20. The existing US 67 facility has four general purpose lanes and two HOV lanes from I-35E to I-20, and four lanes from I-20 to Farm to Market Road (FM) 1382.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the Southern Gateway project as a mid-term project. The Southern Gateway project, as described in the North Central Texas Council of Governments (NCTCOG) *Mobility 2030 Plan – 2009 Amendment*, includes I-35E reconstruction from 8th Street to US 67 to accommodate 10 general purpose lanes (plus auxiliary lanes) and a two-lane reversible HOV/managed facility; reconstruction of I-35E from US 67 to I-20 to provide six general purpose lanes (plus auxiliary lanes) and a one-lane reversible HOV/managed facility; widening US 67 from I-35E to I-20 to accommodate six general purpose lanes (plus auxiliary lanes) and a two-lane reversible HOV/managed facility, including reconstruction of I-20/US 67 interchange; and reconstruction of US 67 from I-20 to FM 1382 to accommodate six general purpose lanes (plus auxiliary lanes), and a one-lane reversible HOV-managed facility. The proposed I-35E improvements are approximately 8 miles in length; the proposed US 67 improvements are approximately 10 miles in length.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, the project is estimated to cost approximately \$2.35 billion including right of way in year of expenditure dollars.



SH 6 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility between Waco and the Bryan/College Station area. The proposed project would serve as a connecting facility to Interstate 35 (I-35).

EXISTING FACILITY

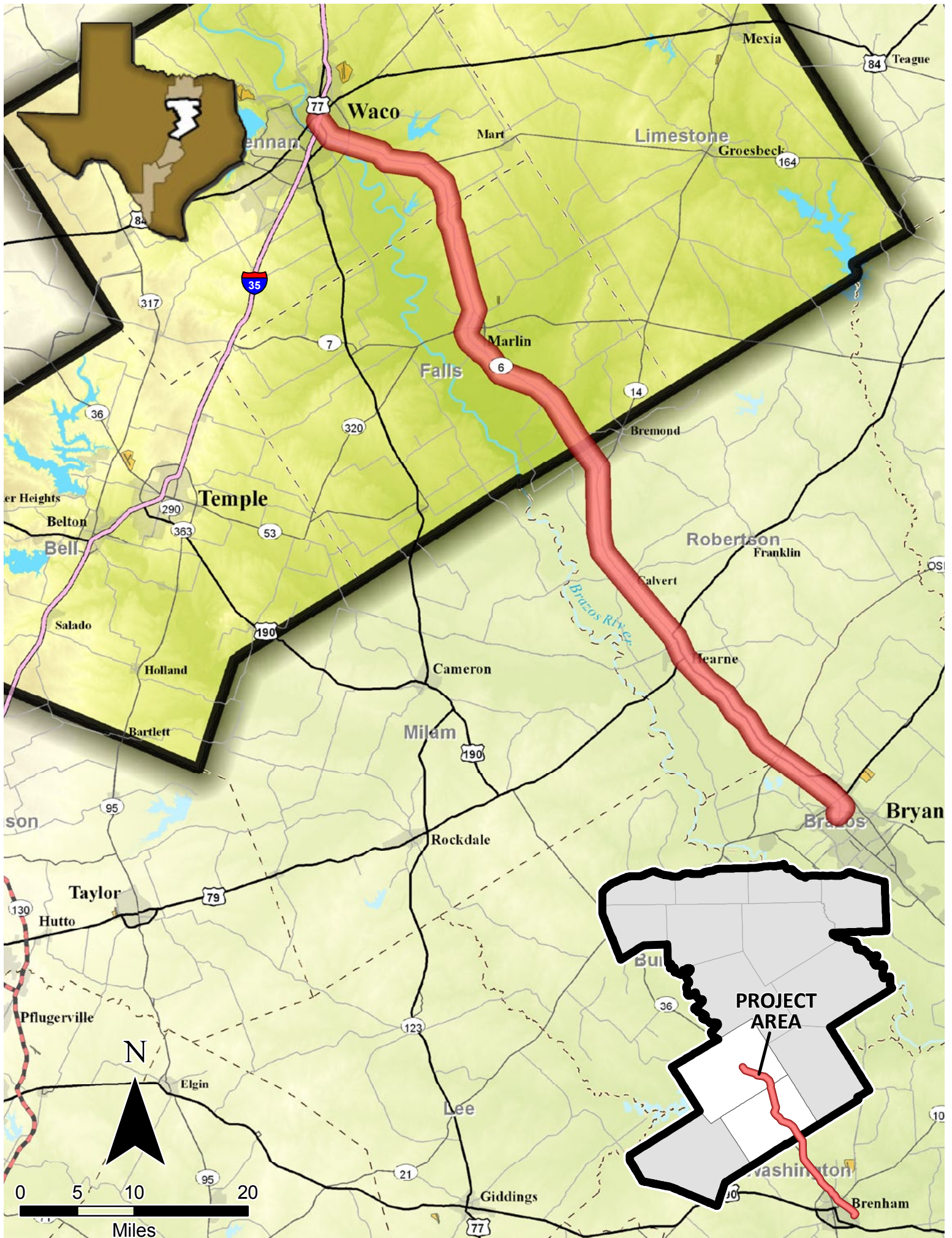
The majority of the existing State Highway (SH) 6 facility is four lanes, with several two-lane sections currently under construction.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to SH 6 from Waco to Bryan/College Station as a mid-term project. This project would upgrade SH 6 from I-35 in Waco to Bryan/College Station to a four-lane controlled access facility, a distance of approximately 79 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$2.05 billion and \$2.95 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



LOOP 363 AROUND TEMPLE

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility and connectivity with Interstate 35 (I-35) in the greater Temple region.

EXISTING FACILITY

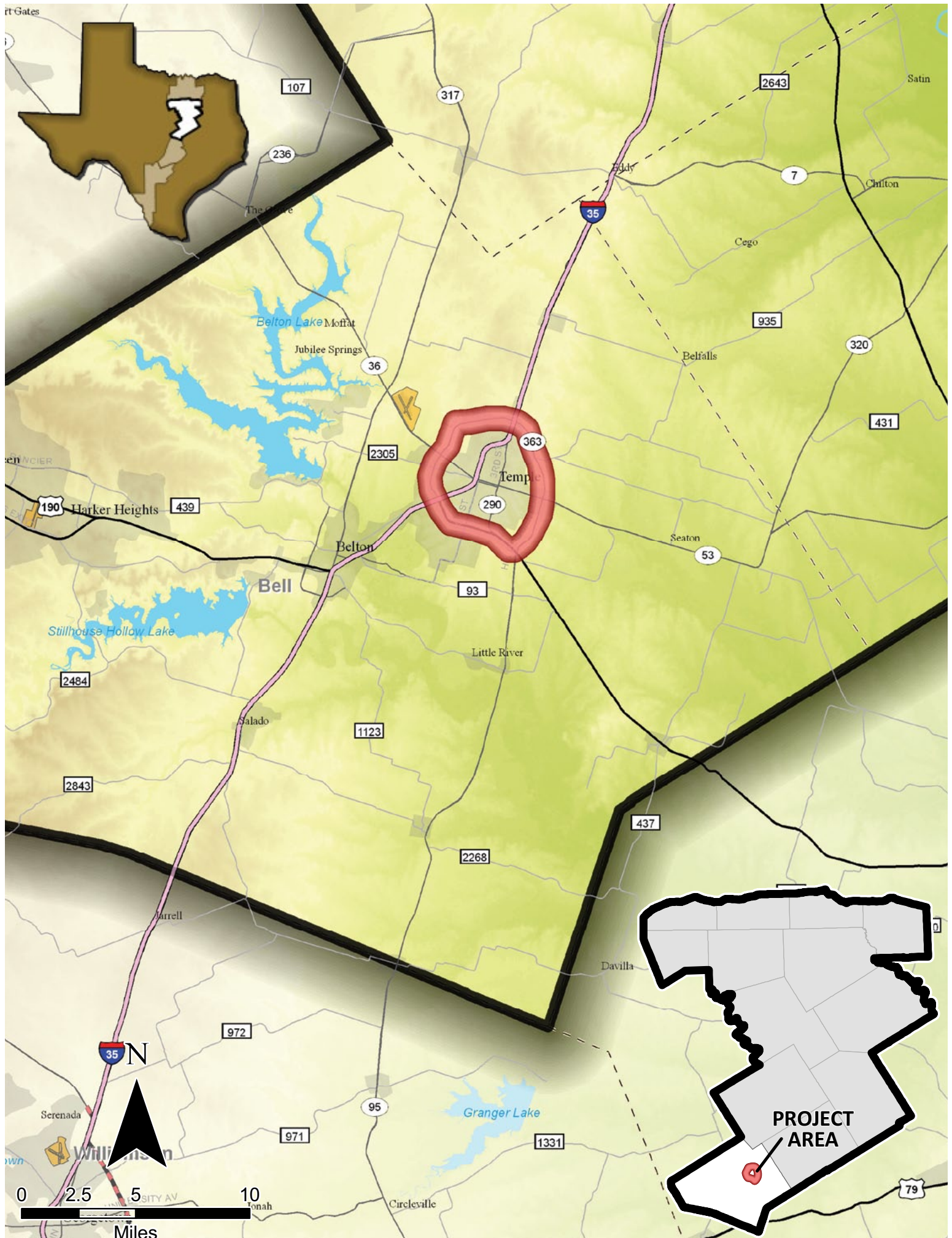
The existing State Highway Loop 363 (Loop 363) facility is two lanes from State Highway (SH) 53 (W) to U.S. Highway (US) 190 (SE), and four lanes on the remaining southern portion of the loop.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to Loop 363 around Temple as a mid-term project. This project would upgrade Loop 363 around Temple to a four-lane controlled access facility, a distance of approximately 18 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$500 million and \$700 million, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



HIGH-SPEED PASSENGER RAIL PARALLELING I-35 (TEXAS T-BONE CONCEPT)

PROJECT PURPOSE

The purpose of the proposed project is to provide an alternate mode of transportation to remove traffic from the other transportation systems along the Interstate 35 (I-35) corridor, and ultimately connect to the Houston area. The project will provide a safe, 200-plus mile per hour, dual track, all electric system. The rail system will provide a fast, reliable, and frequent transportation mode that will change the travel habits of travelers along the corridor. It will provide an environmentally clean transportation mode that will provide for economic development opportunities. This rail system will be self sustaining and provide a return to capital over time.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends a high-speed passenger rail system paralleling I-35 as a mid-term project. Similar to the Texas T-Bone concept, this high-speed rail system would connect the major metropolitan areas along I-35, Houston, and the South Central and Gulf Coast federally designated high-speed rail corridors. Due to these connections, this rail system could attract the maximum ridership possible supporting the economic viability and sustainability of the entire system.

As recommended by the Segment 2 Committee, the rail system will run from Dallas-Fort Worth to San Antonio, through Hillsboro, Waco, Temple, and Austin. From Central Texas, it would also extend to College Station and Houston.

The frequency and location of rail stops would be based on market demand. This proposed rail system would provide connections with other transit modes, such as commuter rail and bus systems. Connections to airports would serve as multi-modal transportation hubs for their regions.

CONCEPTUAL PROJECT COST ESTIMATE

For a high-speed rail system from Dallas/Fort Worth to San Antonio, the estimated cost is \$30 – \$50 million per mile. The proposed project would be funded primarily by public-private partnerships and alternative methods of financing, thus minimizing the state and federal dollars. Local governments along the route will be responsible for the development of the stations in their area. TxDOT recently received \$5.6 million in federal High Speed and Intercity Passenger Rail planning funds to conduct a feasibility study of passenger rail service from Oklahoma City to the Dallas/Fort Worth Metroplex, with a possible extension to South Texas.



PASSENGER RAIL FROM ARLINGTON TO SAN ANTONIO

PROJECT PURPOSE

The purpose of the passenger rail project is to provide an alternate mode of transportation and improve overall mobility along the Interstate 35 (I-35) corridor. The I-35 corridor from Arlington to San Antonio is within the Texas T-Bone high-speed rail (HSR) project area and within the federally designated South Central HSR Corridor.

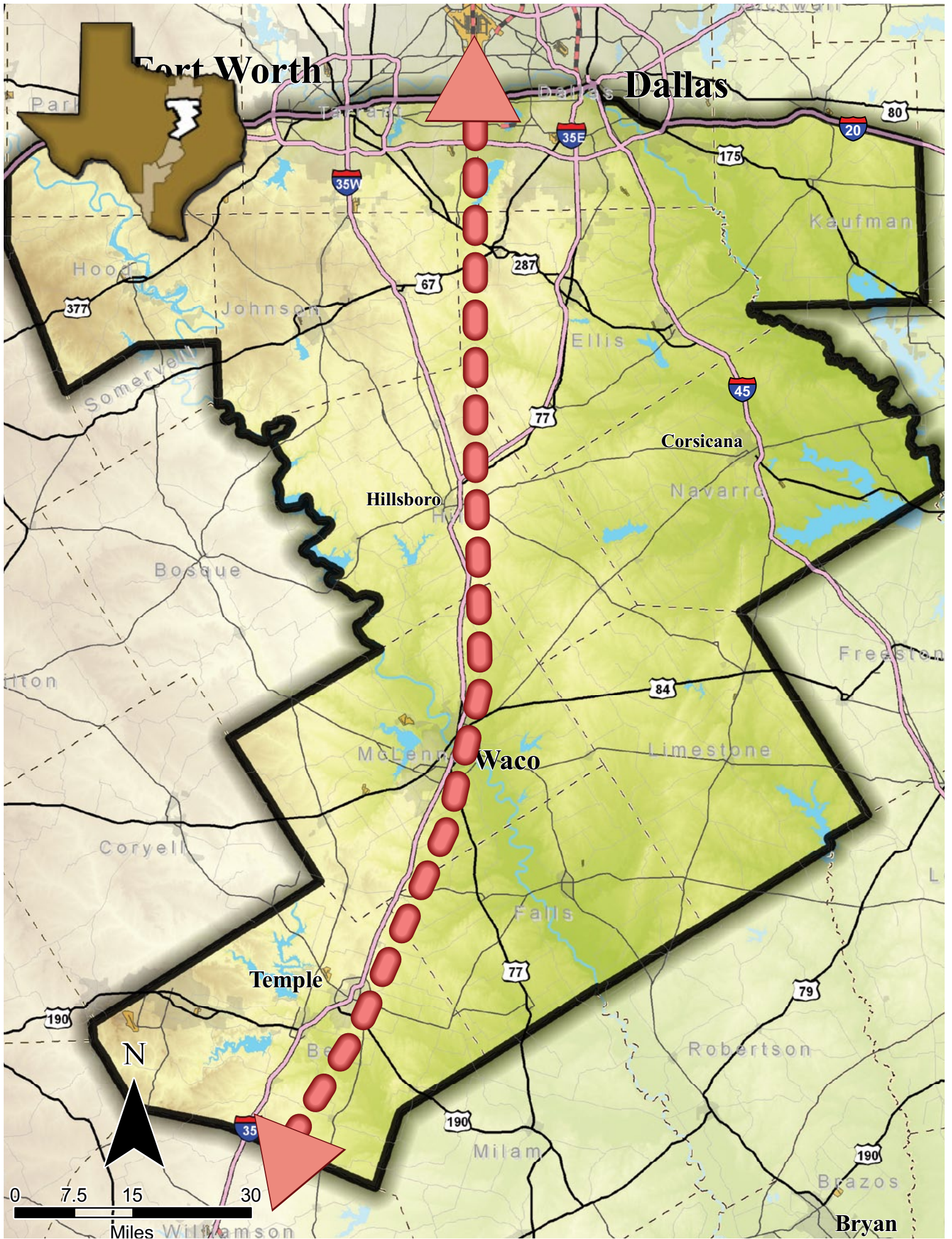
PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends a passenger rail line from Arlington to San Antonio as a mid-term project. This project would connect the Dallas-Fort Worth (DFW) Metroplex to San Antonio.

CONCEPTUAL PROJECT COST ESTIMATE

An estimated cost cannot be determined for this project at this time without more information on ultimate alignment, train speed, service frequency, and type of passenger rail technology.

For reference, the core line of the “Texas T-Bone” HSR system proposed by the Texas High-Speed Rail and Transportation Corporation is estimated to cost from \$30 - \$50 million per mile. TxDOT recently received \$5.6 million in federal High Speed and Intercity Passenger Rail planning funds to conduct a feasibility study of passenger rail service from Oklahoma City to the Dallas/Fort Worth Metroplex, with a possible extension to South Texas.



SH 360 EXTENSION FROM US 67 TO HILLSBORO

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility by providing an alternative route to the central Dallas-Fort Worth (DFW) Metroplex to Interstate 35 East (I-35E) and I-35W.

EXISTING FACILITY

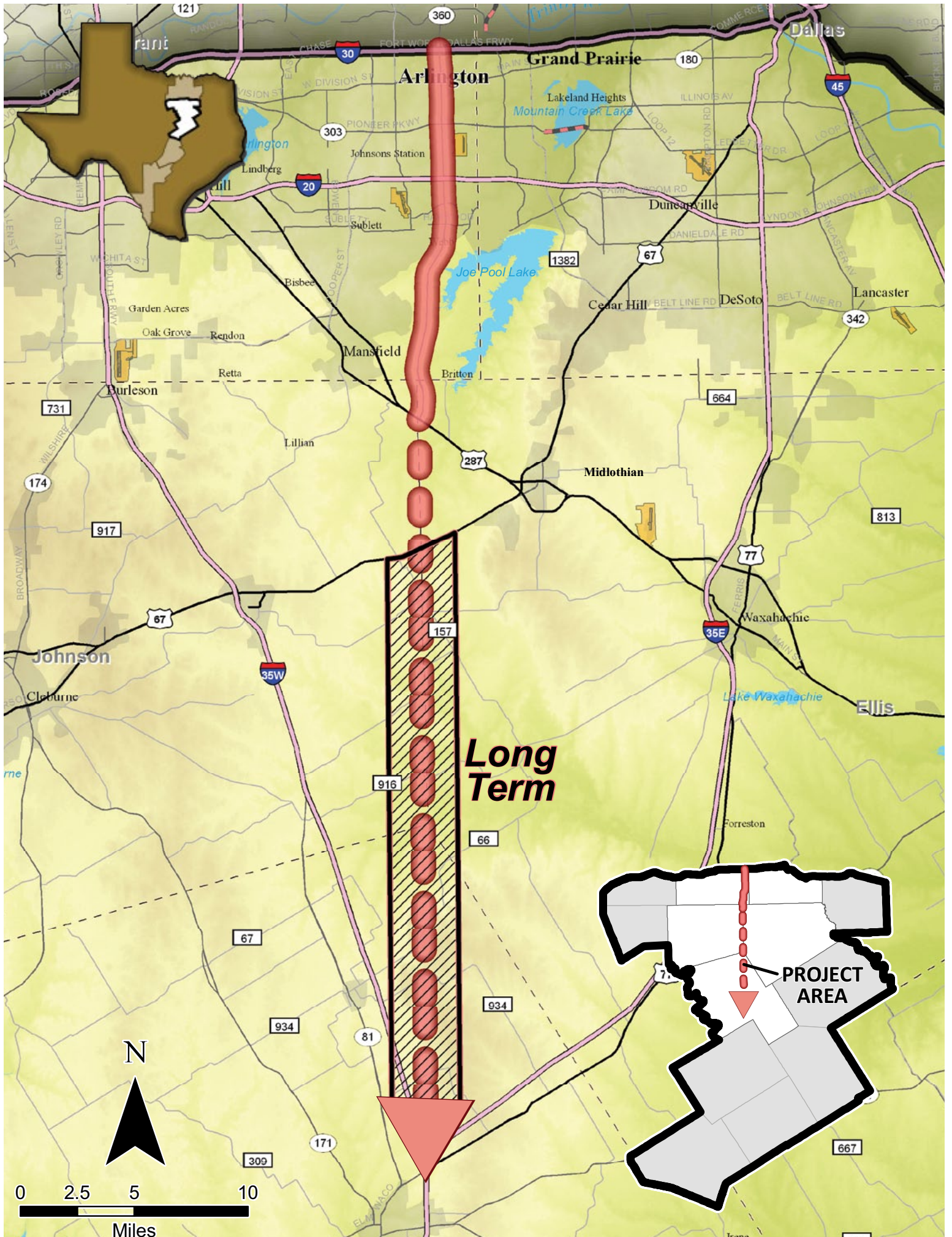
The existing State Highway (SH) 360 facility is four lanes from I-30 to Sublett Road, four frontage lanes from Sublett Road to Lone Star Road, and two frontage lanes from Lone Star Road to U.S. Highway (US) 287.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the extension of SH 360 from US 67 to Hillsboro as a long-term project. This project includes extending SH 360 from US 67 to Hillsboro to a four-lane controlled access facility, a distance of approximately 27 miles. The Committee identified the section from I-30 to US 67 as a near-term priority.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual SH 360 extension south of US 67 to Hillsboro is between \$1.05 billion and \$1.5 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



OUTER LOOP FROM SOUTHWEST PARKWAY (E) TO I-20 (W)

PROJECT PURPOSE

The purpose of the Dallas-Fort Worth (DFW) Regional Outer Loop project is to improve regional mobility and system connectivity with the Interstate 35 (I-35) corridor. As currently envisioned, the Regional Outer Loop would provide a bypass route of the DFW Metroplex urban core.

EXISTING FACILITY

The DFW Regional Outer Loop is a proposed future bypass route around the DFW Metroplex. As currently envisioned, the DFW Regional Outer Loop system will include improvements to existing roadways and the construction of new location facilities.

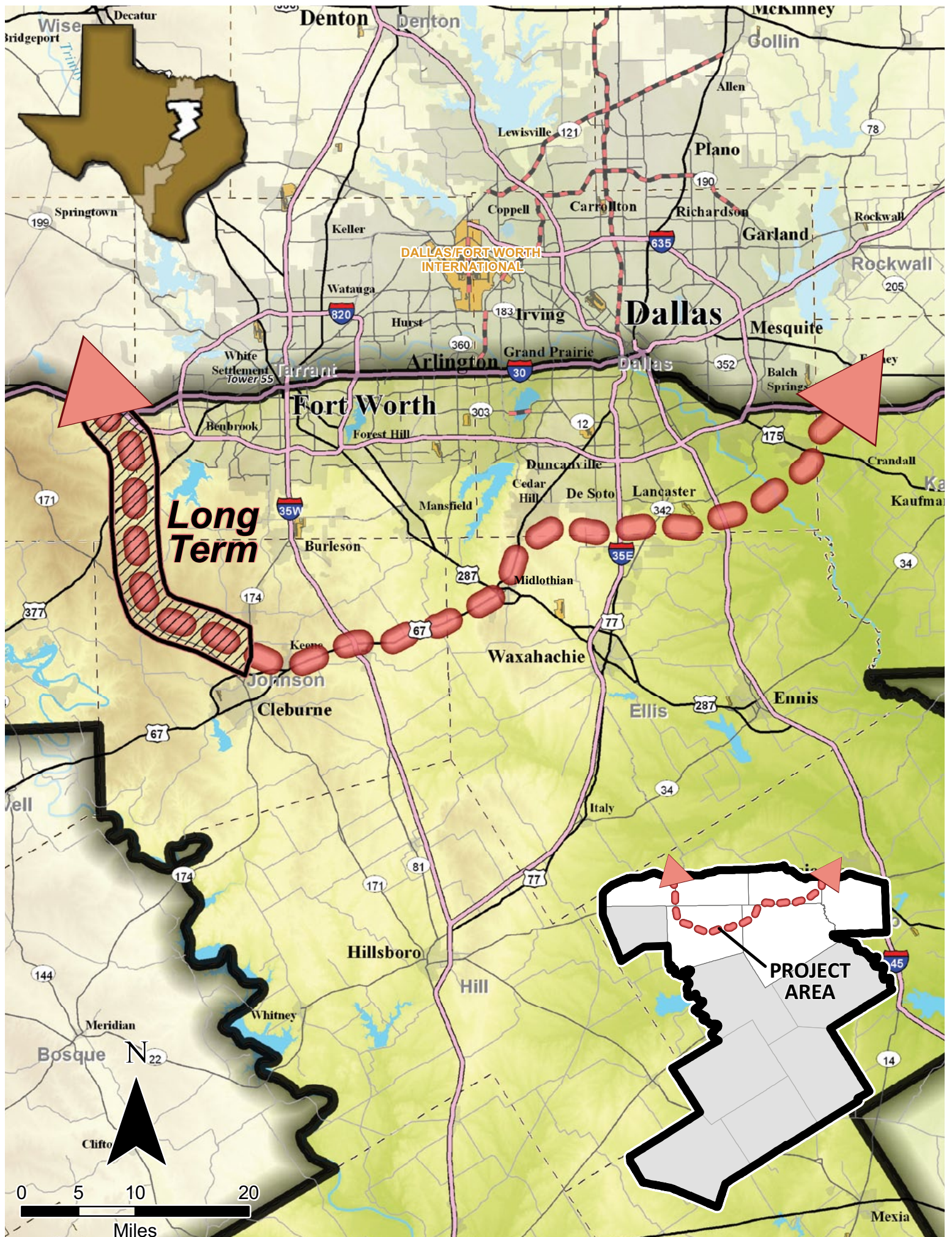
PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends the Outer Loop section from Southwest Parkway (E) to I-20 (W) as a long-term project. The DFW Regional Outer Loop System, as generally described in the North Central Texas Council of Governments (NCTCOG) *Mobility 2030 Plan – 2009 Amendment*, includes improvements to existing I-35, I-35W, State Highway (SH) 170, SH 360 and new location roadways in the eastern and western portions of the proposed projects, including the proposed State Highway Loop 9 (Loop 9) project*. The Committee selected all of these improvements as listed in the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, with the exception of incorporating a section of existing U.S. Highway (US) 67 for the southwest portion of the DFW Regional Outer Loop.

CONCEPTUAL PROJECT COST ESTIMATE

According to the NCTCOG *Mobility 2030 Plan – 2009 Amendment*, all components of the DFW Regional Outer Loop system are estimated to cost approximately \$21.9 billion including right of way in year of expenditure dollars.

*See NCTCOG *Mobility 2030 Plan – 2009 Amendment* for full Outer Loop system description and detailed limits of improvements.



WACO WESTERN BYPASS

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility and connectivity with Interstate 35 (I-35) in the area west of Waco. Additionally, the proposed project could provide a bypass on the western side of Waco.

EXISTING FACILITY

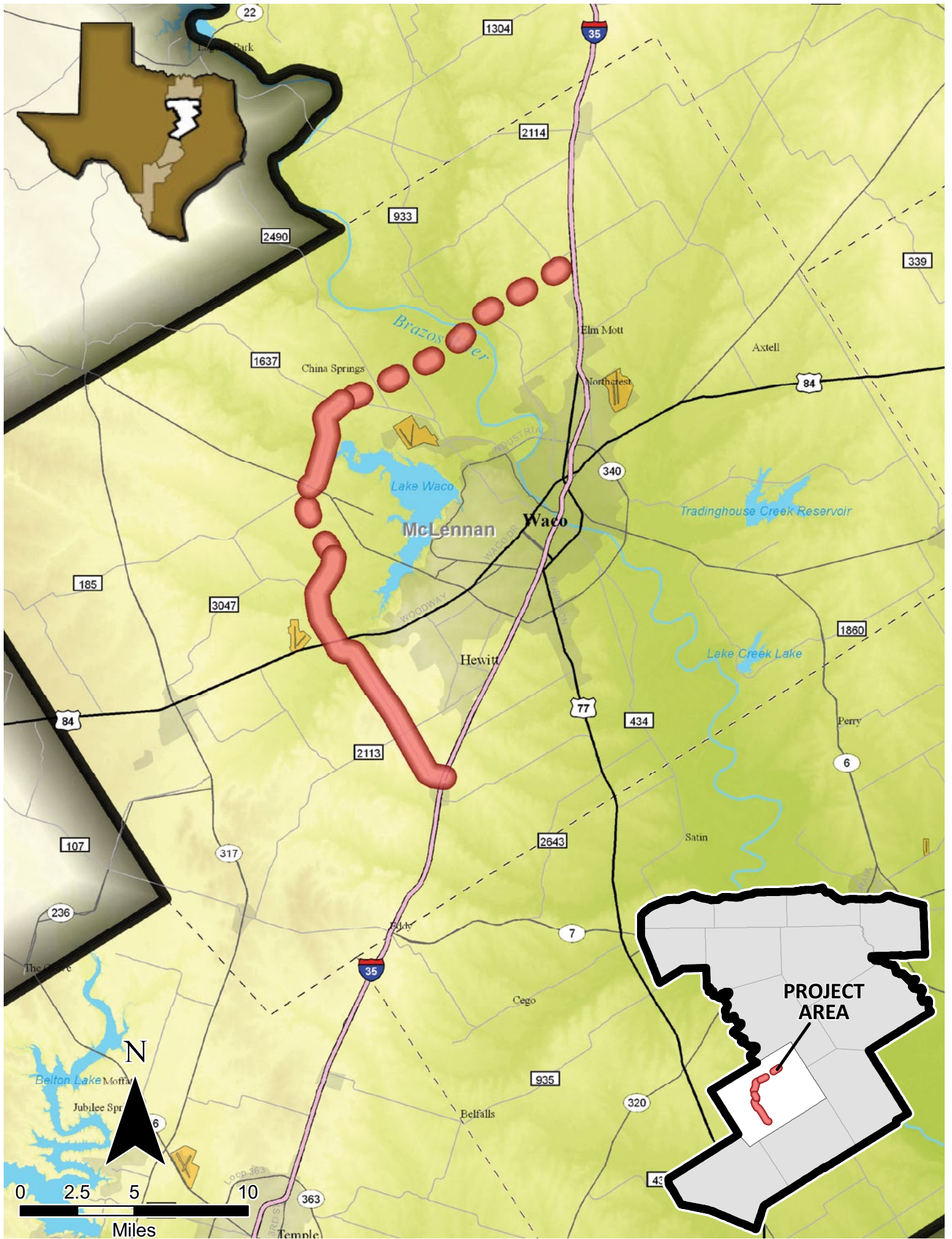
The existing Farm to Market Road (FM) 2837 and FM 185 are two-lane FM facilities. The existing Speegleville Road (proposed for FM 2837 extension) is a two-lane local road.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends a bypass on the western side of Waco as a long-term project. This project, as depicted in the Waco Metropolitan Planning Organization (MPO) *Connections 2035 Plan*, consists of improvements to existing FM 2837 and FM 185, and extensions to these facilities, for a total project distance of approximately 32 miles.

CONCEPTUAL PROJECT COST ESTIMATE

According to the Waco MPO *Connections 2035 Plan*, the project is estimated to cost approximately \$190 million.



US 77 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed project is to improve mobility and safety in the U.S. Highway (US) 77 corridor.

EXISTING FACILITY

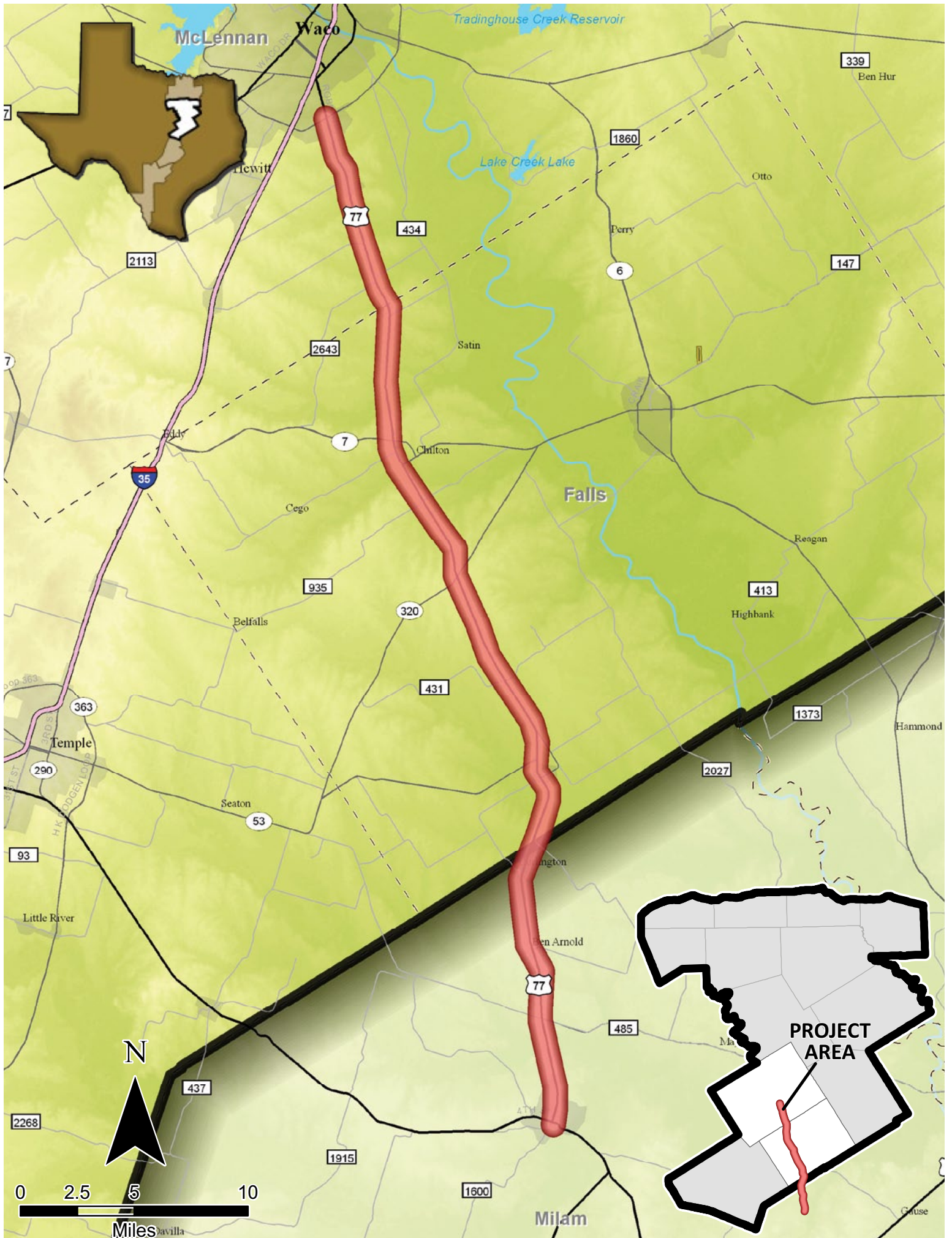
The existing US 77 facility is two lanes from US 190 to Farm to Market Road (FM) 2643, and four lanes from FM 2643 to Interstate 35 (I-35).

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to US 77 as a long-term project. This project would upgrade US 77 from State Highway Loop 340 (Loop 340) to US 190 to a four-lane controlled access facility, a distance of approximately 47 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$1.1 billion and \$1.6 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



SH 34 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed project is to improve regional mobility and to provide an alternative bypass route from Interstate 35 East (I-35E) to I-20.

EXISTING FACILITY

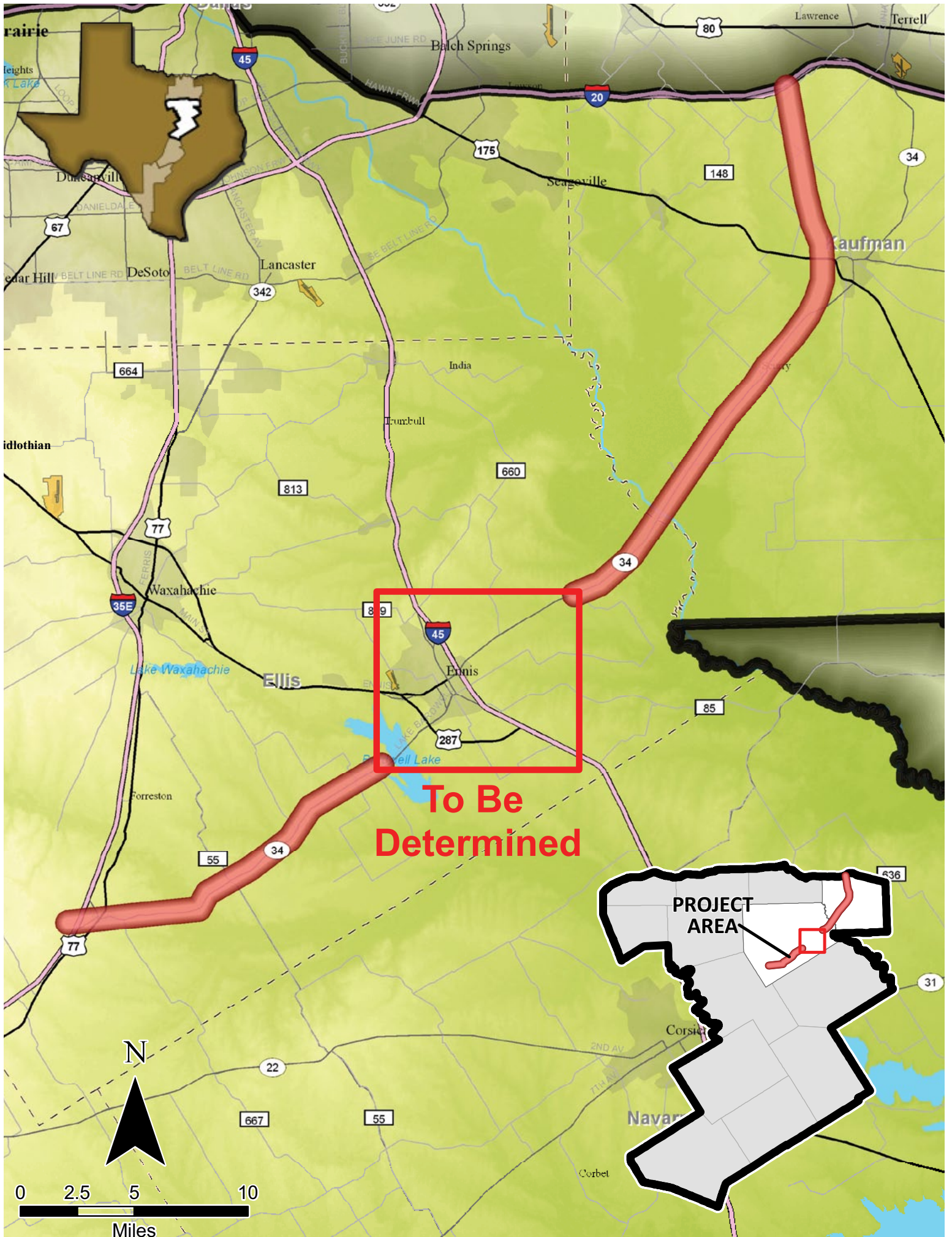
The majority of this section of existing State Highway (SH) 34 is two lanes, with four-lane sections in Ennis, Kaufman, and Terrell.

PROJECT PROPOSED BY THE SEGMENT 2 COMMITTEE

The Segment 2 Committee recommends improvements to State Highway 34 (SH 34) as a long-term project. This project would upgrade SH 34 from I-35E to I-20 to a four-lane controlled access facility, a distance of approximately 54 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$1.8 billion and \$2.6 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



GLOSSARY

Access ramps – A short section of road which allows vehicles to enter or exit a freeway or expressway.

At-grade intersection – A junction at which two or more transportation axes cross at the same level, or grade. Typically, this term refers to areas where roadways and railroads join or cross at the same level.

Auxiliary lanes – An additional lane on a freeway or expressway to connect an on-ramp and an off-ramp.

Bypass route – A road or highway that avoids or “bypasses” a built-up area, town, or village, to let through traffic flow without interference from local traffic, to reduce congestion in the built-up area, and to improve road safety.

Collector-distributor lanes – A one-way road next to a freeway that is used for some or all of the ramps that would otherwise merge into or split from the main lanes of the freeway. It is similar to a frontage road, and related to the more complex express-collector systems used in many large cities, but is built to freeway standards. Collector-distributor lanes are used to eliminate or move weaving from the main lanes of a freeway, particularly at cloverleaf interchanges.

Commuter rail – Commuter rail, also called suburban rail, is a passenger rail transport service between a city center, and outer suburbs and commuter towns or other locations that draw large numbers of commuters.

Comprehensive development agreement (CDA) - A comprehensive development agreement is the tool the Texas Legislature authorized to enable private participation in development by sharing the risks and responsibilities of design and construction. In some cases, financing and private investment in the transportation system can be included in the process. It provides a competitive selection process for developing regional projects or much larger undertakings. In addition, this contracting tool can streamline the time needed to deliver the project because multiple tasks can be under way simultaneously.

Concurrent managed lanes – Concurrent-flow lanes operate in the same direction of travel as the adjacent lanes, and typically, one lane is provided in each direction. Where possible, full inside median shoulders and a buffer separation with the general purpose lanes is included. These lanes may be physically separated from adjacent lanes, or not separated.

Connecting facility – A transportation facility designed to provide service from population centers to a primary roadway facility.

Continuous frontage roads – Parallel roadway providing access both between and through freeway interchanges. For freeways, continuous frontage roads provide the operational flexibility required to manage freeway saturation and improve incident management.

Controlled access facility – A type of roadway whereby traffic can only enter and exit at specific designated locations (typically entrance and exit ramps). Controlled access roads are generally referred to as freeways or expressways.

Corridor – A combination of discrete, adjacent surface transportation networks (e.g., freeway, arterial roads, rail networks) that link the same major origins and destinations.

Discontinuous frontage roads – Parallel roadway to a freeway lacking complete access between a set of interchanges.

Dynamically priced managed lane – A pricing strategy for operating managed toll lanes. The tolls vary dynamically in response to real-time traffic conditions in order to provide a superior free-flow travel service to the users of the toll lanes while maximizing the freeway's throughput.

Fully directional interchanges/direct connectors – Interchanges that use direct or semi-direct connections for one or more left-turn movements are called “directional” interchanges. When all turning movements travel on direct or semi-direct ramps or direct connections, the interchange is referred to as “fully directional”. These connections are used for important turning movements instead of loops to reduce travel distance, increase speed and capacity, reduce weaving and avoid loss of direction in traversing a loop. “Fully directional” interchanges are usually justified at the intersection of two freeways.

General purpose lanes – Lanes on a freeway or expressway that are open to all motor vehicles.

Grade separation – The process of aligning a junction of two or more transportation axes at different heights (grades) so that they will not disrupt the traffic flow on other transportation routes when they cross each other.

High occupancy vehicle (HOV) lanes – A system of exclusive lanes signed and striped for use by vehicles with multiple occupants (two or more or three or more persons).

High occupancy toll (HOT) lanes – A road pricing scheme that gives motorists in single-occupant vehicles access to high-occupancy vehicle (HOV) lanes.

High-speed rail – A type of passenger rail transport that operates significantly faster than the normal speed of rail traffic. In the United States, high-speed rail is defined as having a speed above 110 mph by the United States Federal Railroad Administration.

Intermodal – The use of two or more modes of transportation to complete the movement of a shipment of freight or a passenger trip from origin to destination.

Level of service (LOS) – A qualitative rating of the performance of a segment of highway. The performance is based on a target flow speed and vehicle flow rate. LOS is a “grade” of how well the highway segment achieved the target flow speed and flow rate. LOS measures typically range from “A”, representing optimal free-flow operating conditions, through “F”, representing breakdown in vehicle flow and volatile operating conditions.

Managed lanes – Highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions.

Metropolitan planning organization (MPO) – A federally-mandated and federally-funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. Federal legislation required the formation of an MPO for any urbanized area with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process.

Multi-modal – Multiple modes and/or providers of transportation within a select corridor or location.

New location facilities – The construction of new transportation infrastructure requiring the acquisition of new rights of way.

Parallel facility – A facility which may serve as an alternate route to a primary facility serving similar origins and destinations.

Passenger rail – A means of conveyance of passengers by way of wheeled vehicles running on rail tracks. In contrast to road transport, where vehicles merely run on a prepared surface, rail vehicles are also directionally guided by the tracks they run on.

Peak period – The observed duration of time during a typical day when traffic demand is at its highest. This typically coincides with a.m. and p.m. commute times and may vary based on geographical location.

Planned projects – Projects contained in the fiscally-constrained portions of current long-range transportation plans (e.g., MPO Metropolitan Transportation Plans [MTP's], Texas Statewide Transportation Improvement Program [STIP], Texas Unified Transportation Program [UTP]).

Proposed alignment – The design of a highway consists of a horizontal alignment, vertical alignment and cross-sectional elements. The horizontal alignment of a highway defines its location and orientation in plan view. The vertical alignment of a highway deals with its shape in profile. The cross-sectional elements include number of lanes and widths of lanes, shoulders, and medians and their spacing.

Public-private partnerships – Agreement between government and the private sector regarding the provision of public services or infrastructure.

Reversible managed lanes – Highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. In addition, the directional flow of traffic changes by time of day based on peak demand.

Right of way (ROW) – A strip of land that is granted, through an easement or other mechanism, for transportation purposes, such as for a trail, driveway, rail line, or highway. A right of way is reserved for the purposes of maintenance or expansion of existing services with the right of way.

Roadway upgrades – Improving the access-control or functional classification of a transportation facility.

Roadway widening – Increasing the capacity of a transportation facility, typically by adding additional travel lanes.

Segment study area – The respective segment boundaries for the four I-35 Corridor Segment Committees. The Segment 1 study area extends from the Texas/Oklahoma border to Interstate 20 in the Dallas-Fort Worth Metroplex; Segment 2 extends from Interstate 20 to the Williamson/Bell County line; Segment 3 extends from the Williamson/Bell County line to Interstate 10 in San Antonio; Segment 4 extends from Interstate 10 to the Texas/Mexico border.

System connectivity – Connectivity refers to the density of connections in a path or road network and the directness of links. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. Connectivity can apply both internally (streets within that area) and externally (connections with arterials and other neighborhoods).

Target flow rate – Target flow rate is one of two quantitative factors that are used to assign a Level of Service (LOS) category to a section of highway facility. Each level of service category is defined by a flow rate (number of vehicles per hour per lane), and a flow speed (the speed at which vehicles travel). Target flow rate is the upper limit of the desired LOS category under a given target flow speed.

Target flow speed – Target flow speed is one of two quantitative factors that are used to assign a Level of Service (LOS) category to a section of highway facility. Each level of service category is defined by a flow speed (average speed of vehicles traveling through a given point), and a flow rate (the number of vehicles per hour per lane). Target flow speed is the upper limit of the desired LOS category under a given target flow rate.

Transportation facility – Something that is built, installed, or established to serve a particular transportation purpose. A transportation facility is typically a sub-component of a larger transportation system, i.e. a bus stop along a transit route, a new roadway within a roadway network.

Travel demand modeling – Travel demand modeling includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities. Within the model, mathematical equations are used to represent each individual’s decision making process of: “Why”, “When”, “Where”, and “How” to make the trip, and “What” route to follow to complete the trip. The model results for these individual choices are combined so that the aggregate impacts of roadway vehicle volumes and transit route ridership.

Vehicle miles traveled (VMT) – The sum of the total miles traveled by each individual vehicle traveling over a specified length of a facility or group of facilities, e.g., 10 cars traveling 10 miles = 100 Vehicle Miles of Travel (10 vehicles x 10 miles).

Year of expenditure dollars – Today's construction dollar amount escalated per year to the year of anticipation of spending. The escalation rate can be based on an assumed inflation rate.



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