

Memorandum

To: I-35 Corridor Advisory Committee
From: I-35 Corridor Segment 1 Committee
Subject: I-35 Corridor Segment 1 Committee Project Recommendation Update
Date: May 21, 2013

The purpose of this memorandum is to update the I-35 Corridor Advisory Committee on the recent activity of the I-35 Corridor Segment 1 Committee (CSC 1) and to present an updated list of prioritized projects recommended for advancement. CSC 1 reconvened in June 2012 to review the status of the recommended CSC 1 projects since the August 2011 publication of the *I-35 Corridor Advisory Committee Plan* (My 35 Plan) and to discuss next steps for advancing projects that had not moved forward with planning or environmental studies.

Between June and September 2012, a traffic modeling analysis was conducted on the I-35 CSC 1 projects that had not advanced to a planning or environmental study to take a closer look at potential mobility benefits of these projects. The modeling results were communicated as mobility scores, ranging from “some benefit” to “moderate benefit” to “significant benefit.” Mobility benefits for each project were determined for the project’s effect on I-35, on the regional transportation system, and on the roadway itself if it is not I-35. The I-35 CSC 1 reviewed the results of the mobility analysis at the October 2012 committee meeting.

Following the October meeting, a benefit-cost analysis (B-CA) was conducted for those projects that had been determined to have a “moderate” to “significant” mobility benefit to I-35. The BCA.Net Highway Project Benefit-Cost Analysis System, a tool developed by Federal Highway Administration for use with environmental and transportation planning studies, was used to compare the projects. The tool generates a dollar amount for project benefits and project costs. The dollar value of project benefits is divided by the dollar value of the project costs which results in a benefit to cost ratio. The B-CA included the benefits associated with the users of the roadway improvement (i.e. travel time savings) and the estimated cost of the project. The B-CA results provide a direct comparison of each project based solely on its mobility performance in comparison to its cost. Economic and regional benefits of the projects were not calculated due to B-CA model limitations. The B-CA results were communicated as B-CA scores, ranging from “low benefit to cost ratio” to “moderate benefit to cost ratio” to “high benefit to cost ratio.”

In March 2013, I-35 CSC 1 reviewed the results of the B-CAs and then completed a project prioritization survey. The survey allowed committee members to rank their projects in order of highest to lowest priority, taking the mobility analysis, B-CA results, and knowledge of local priorities into consideration. Based on the results of this survey, the I-35 CSC 1 recommends advancement of the following projects, in order of highest to lowest priority:

1. I-35 from Cooke/Denton County Line to I-35E/I-35W
2. I-35W from I-35E/I-35W to SH 114

3. I-35 in Cooke County
4. Outer Loop—I-35 to SH 121
5. Outer Loop East SH 121 to I-20/Outer Loop West I-35 to I-20

The survey also provided an opportunity for committee members to include any additional comments that they had regarding the I-35 CSC 1 projects. One survey respondent commented that I-35 improvements north of the Dallas-Ft. Worth metroplex are not a high priority but that the Outer Loop is becoming more important as traffic to and from the northeast increases. Another respondent commented that the SH 121/I-35 interchange in downtown Ft. Worth, which is not currently included in the CSC 1 list of projects, would be a significant project as the other segments of I-35 are upgraded.

This updated list of prioritized projects from I-35 CSC 1 is provided to the Corridor Advisory Committee for consideration in any future I-35 planning efforts.