

Proposed Solutions

The I-35 Corridor Segment Committees started the MY 35 planning process with a blank slate and have developed solutions they believe will best facilitate the movement of people and goods in the I-35 corridor. It was not the role of the Segment Committees to consider funding during development of their solutions. The Segment Committees' efforts were focused on proposing solutions that would best meet the regional needs in the corridor. Funding may be considered in future planning efforts once solutions are selected for the MY 35 plan.

The multi-modal solutions proposed by the I-35 Corridor Segment 2 Committee include (in no particular order):

- Expand I-35 from I-35E/W (Hillsboro) to Williamson/Bell county line
- Expand I-35E from I-20 to I-35E/W (Hillsboro)
- Expand I-35W from I-30 to I-35E/W (Hillsboro)
- Expand Loop 12, Spur 408, and I-20
- Waco Western Bypass
- Expand Loop 363 around Temple
- Expand SH 6 from Waco to Bryan/College Station
- Expand SH 34 from I-35E to I-20
- Expand SH 360 and extend to Hillsboro
- Southern Gateway Project (I-35E/US 67)
- Gateway Horizon Project (US 67)
- Expand US 77 from Loop 340 to US 190
- DFW Regional Outer Loop
- Improve Interchanges (I-35E and US 287 bypass, I-35W and US 67, US 67 and US 287, North and South Loop 340 and I-35, North and South Loop 363 and I-35)
- Tower 55 Improvements
- High-Speed Rail Paralleling I-35
- Passenger Rail from Arlington to San Antonio
- Conduct Statewide Passenger Rail Ridership Study

Next Steps

What happens after the planning workshops?

After the planning workshops, the Segment Committees will meet in October to develop a final I-35 plan for their region. Then, the I-35 Corridor Advisory Committee, along with a representative from each Segment Committee, will review each plan and consolidate the recommendations into a single citizen plan for the entire I-35 corridor. These deliberations are expected to be held during a fall meeting of the Advisory Committee. All meetings are open to the public.

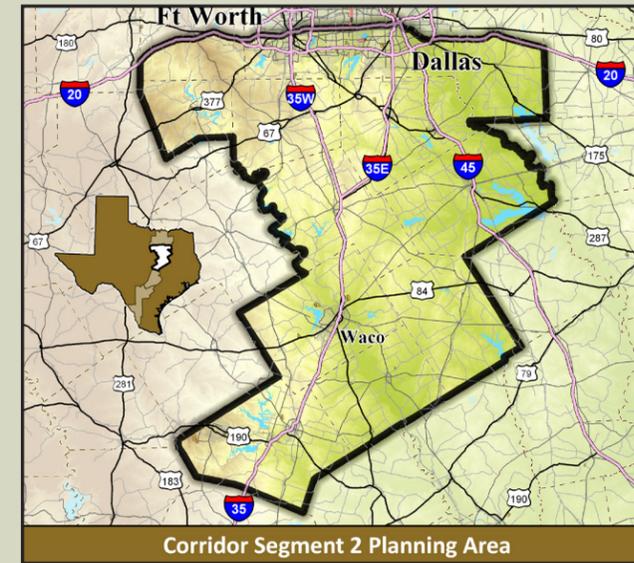
I-35 Corridor Segment 2 Committee Meeting Schedule

- April 2009** — Kick-off Meeting
- July 2009** — Define local needs and draft goals
- January 2010** — Review data and identify problems and potential solutions
- February 2010** — Refine proposed roadway solutions
- March 2010** — Refine proposed rail solutions
- May 2010** — Review traffic modeling results on proposed solutions
- June 2010** — Further refine proposed solutions
- July 2010** — Develop planning workshop materials
- August 2010** — Prepare for planning workshops
- September 2010** — Planning workshops
- October 2010** — Finalize Segment Plans

Contact the MY 35 Project

Toll-Free: (866) 614-1086
 Website: www.MY35.org
 U.S. Mail: I-35 Corridor Segment 2 Committee
 c/o Corridor Program Office
 P.O. Box 14707
 Austin, Texas 78761

To be considered in the preparation of the I-35 Corridor Segment 2 Plan, questionnaires must be postmarked by **October 6, 2010**.



About MY 35

What is MY 35?

MY 35 is a citizen-driven planning effort focused on the I-35 corridor. The goal of MY 35 is to develop a transportation blueprint for the I-35 corridor that reflects the local needs of the communities along the corridor.

MY 35 calls for a citizens' perspective on I-35 improvements including identifying corridor needs, conducting public outreach efforts, collaborating with the public and local stakeholders, and creating a blueprint for the entire I-35 corridor.

Why was MY 35 started?

The I-35 Corridor Advisory Committee and the Texas Department of Transportation (TxDOT) agreed it was time for a new planning approach that starts at the community level, instead of a planning effort directed by TxDOT.

The decision to begin MY 35 builds on the Advisory Committee's November 2008 report* stating that the existing capacity on I-35 would not be sufficient for future mobility demands and that more was needed. The Advisory Committee also concluded that more community involvement is needed in planning efforts.

Who is involved in MY 35?

MY 35 is led by the I-35 Corridor Advisory Committee and the four I-35 Corridor Segment Committees. Members of I-35 Corridor Advisory Committee are volunteers that are interested in the I-35 corridor. They

are business professionals, environmental planners, rail advocates, professors, local officials and residents of the I-35 corridor.

Member entities of the four Segment Committees are counties, metropolitan planning organizations, some cities, chambers of commerce, economic development corporations, port authorities and the Texas Farm Bureau. Each member entity selected its representative to serve on their respective Segment Committee.

What will be the outcome of MY 35?

The goal of MY 35 is to develop a needs-based blueprint with prioritized road and rail solutions for the I-35 corridor. With public input, this blueprint will reflect the local needs of the I-35 communities. MY 35 will be submitted to the Texas Department of Transportation so that it may be used to help guide any future development of I-35.

When will MY 35 be completed?

The MY 35 blueprint is expected to be completed by the end of 2010. It is anticipated that all the four Segment Committees will complete their regional I-35 plans by October 2010. Then, the I-35 Corridor Advisory Committee, with representatives from each Segment Committee, will meet to consolidate the regional I-35 plans into MY 35 — a comprehensive citizens' plan extending from the Red River to the Rio Grande.

* Citizens' Report on the Current and Future Needs of the I-35 Corridor (I-35 Corridor Advisory Committee, November 2008)

***MY 35 Vision** — 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, and supports quality of life for the citizens of Texas.*

— I-35 Corridor Advisory Committee

Segment 2 Members

Bell County	Richard Cortese
Dallas County	Rob Franke
Ellis County	Barbra Leftwich
Falls County	Steven Sharp
Hill County	Gwynn Orr
Hood County	Leonard Heathington
Johnson County	Don Beeson
Kaufman County	Wayne Gent
Limestone County	TBA by County
McLennan County	Robert Braswell
Navarro County	TBA by County
Parker County	TBA by County
Tarrant County	Kenneth Barr
Killeen-Temple MPO	William Jones
North Central Texas Council of Governments	Jeffrey C. Neal
Waco MPO	Russell Devorsky
Dallas	John C. Brunk
Fort Worth	Brian Beck
Holland	Declined by City
Temple	Marty Janzcak
Waxahachie	Clyde Melick
Hillsboro Area Chamber of Commerce	Greg Solomon
Texas Farm Bureau	Marc Scott

Segment Committees

What is the role of Segment Committees?

The Segment Committees are charged with developing regional plans for the I-35 corridor. Specifically, Segment Committees bring forth transportation priorities and community needs, present potential solutions for committee discussions and develop regional plans for I-35.

Who are the members of the I-35 Segment Committees?

The member entities of the four Segment Committees include counties, metropolitan planning organizations, cities, chambers of commerce, economic development corporations, port authorities and the Texas Farm Bureau.

What regions of I-35 do the Segment Committees represent?

For this planning effort, the I-35 corridor is divided into four regions. Generally, these regions are North Texas, Central Texas, Austin-San Antonio, and South Texas. To enhance coordination throughout the I-35 corridor, particularly through the metropolitan areas, some counties and metropolitan planning organizations serve on adjoining Segment Committees.

Population Growth and Traffic Demand

The information below is for the I-35 Corridor Segment 2 planning area. This includes Hood, Parker, Tarrant, Dallas, Ellis, Kaufman, Navarro, Johnson, Hill, McLennan, Limestone, Falls, and Bell counties.

Population Growth

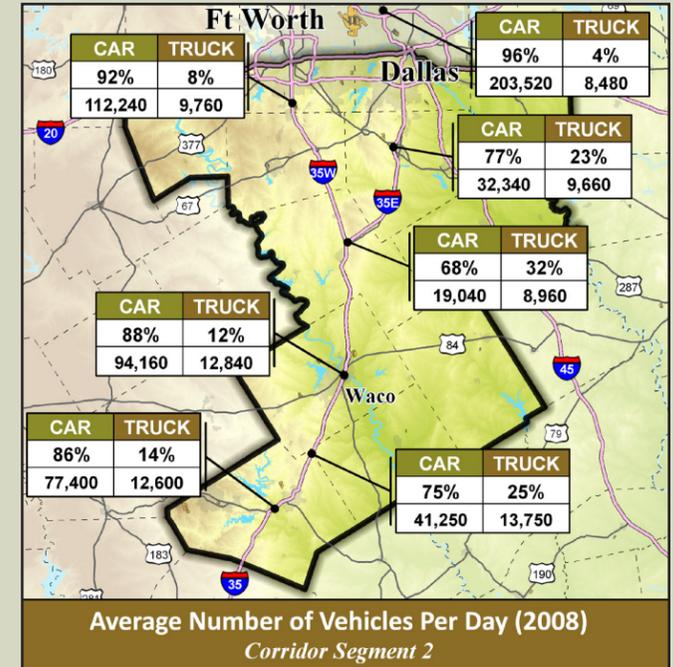
Between 2000 and 2035 the population in Segment 2 is expected to increase by 62 percent.

- 2000 – 4.7 million people
- 2008 (est.) – 5.3 million people
- 2035 – 7.6 million people

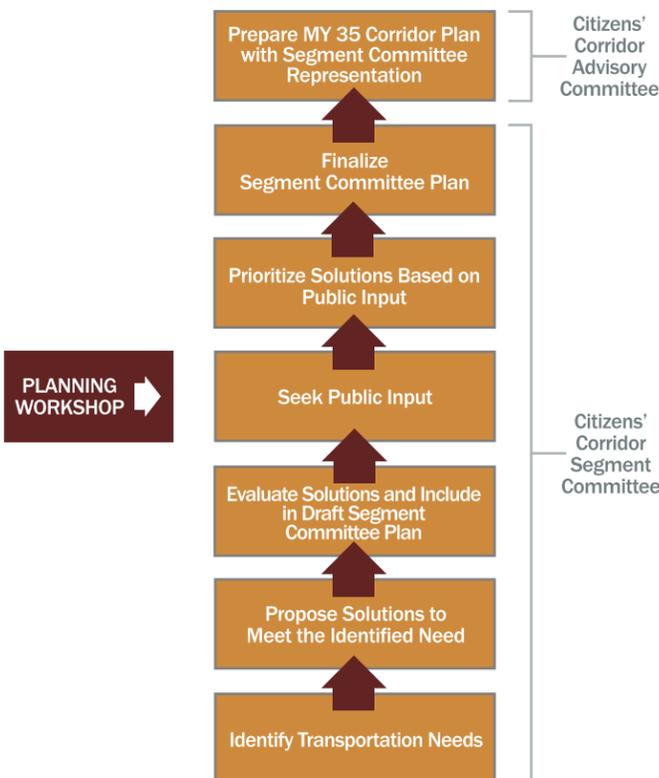
Source: U.S. Census Bureau and Texas State Data Center

Five counties along I-35 were ranked among the nation's top 25 for the largest residential growth rate between 1970 and 2000.

- Dallas (11th)
- Tarrant (13th)
- Bexar (17th)
- Travis (20th)
- Collin (25th)



Segment Committee Planning Process



Planning Process Overview

When did this planning process begin?

While the Segment Committees held organizational meetings in 2009, their work on MY 35 began in January 2010. Since then, the committees have held monthly meetings to identify I-35 corridor needs and present and discuss potential solutions. In September, all four Segment Committees will hold planning workshops to gather public input on their proposed solutions.

What is the purpose of the planning workshops?

The planning workshops are opportunities for the public to provide input on the Segment Committees proposed road and rail solutions for the I-35 corridor. The workshops are similar to an open house, where the public can browse the descriptions of the proposed solutions, ask questions of committee members and learn more about MY 35.

How can citizens get involved?

MY 35 is a citizen-driven planning effort, with various opportunities to get involved. During the workshops, the public can complete a questionnaire listing the proposed I-35 solutions for a region. The questionnaires, as well as all workshop materials, are available on MY35.org. Questionnaires must be postmarked no later than **October 6, 2010**, for results to be included in the final I-35 plan for a region.

Source: Woods & Poole 2007 CEDDS Volume I

Most Congested Roadway Segments

Twelve of the top 100 most congested roadway segments in Texas are located in the Segment 2 planning area.

Source: TxDOT, 2009

Average Daily Traffic

According to 2008 traffic counts, average daily vehicle volume on I-35 in the Segment 2 planning area ranged from approximately 28,000 to 212,000 vehicles per day.

From 1990 to 2008, average annual daily traffic in Segment 2 increased an average of 64 percent.

Source: TxDOT

