CHAPTER 2

PURPOSE AND NEED

2.0 PURPOSE AND NEED

2.1. Purpose and Need for the Project

Continued growth and urbanization in the DFW region has resulted in the need for more efficient transportation systems to accommodate existing and future traffic demand between the CBD of Fort Worth and newly developed and developing areas in southwest Tarrant County with a financially viable, effective and timely solution. According to the April 2003 NCTCOG's *2030 Demographic Forecast*, the year 2000 total population for North Central Texas was 5,067,400 and was projected to grow approximately 56 percent to 9,107,900 by the year 2030.

NTTA and TxDOT propose to construct a tollroad with controlled access beginning at IH 30 and proceeding generally southwest approximately 15 mi to FM 1187 in Tarrant County, Texas. The purpose of this recommended project is to:

- Improve regional mobility,
- Increase people and goods carrying capacity,
- Alleviate further overburdening of the local transportation system.

2.2. Supporting Documentation – Purpose and Need

This section of the document provides a compilation of the supporting information for the purpose and need. It is provided as a reference and to add further clarification and background.

2.2.1. Demographics and Population Demand

Population Growth

Continued growth and urbanization in the DFW region, particularly in Tarrant County, has resulted in the need for more efficient transportation systems to accommodate existing and future traffic demand. According to an April 2003 report from NCTCOG, the Metroplex was one of the fastest growing areas in the United States. This trend is expected to continue through the year 2030.

According to the April 2003 NCTCOG's *2030 Demographic Forecast*, North Central Texas is projected to have a 2030 population of 9.1 million persons in 3.4 million households and non-construction employment of 5.4 million jobs. The rate of growth projected through three decades represented in this forecast is at a magnitude never before experienced in the North Central Texas region.

According to the NCTCOG Research and Information Services, the year 2004 total population for the Metroplex is 5,856,350. Since January 2003, the region added 146,400 new persons for a January 2004 total, which marks the eighth consecutive year to add over 100,000 persons to the region.

Population Growth by County

As the Metroplex continues to attract new industry and businesses, the associated increases in population and employment begin to inflict a measurable strain on the existing transportation systems. According to the April 2003 NCTCOG's *2030 Demographic Forecast*, the four NCTCOG core counties, Collin, Dallas, Denton and Tarrant, captured 90 percent of all the household growth in the region in 2000. Tarrant County led all counties in the region by adding 39,950 persons from January 2003 to January 2004, pushing the total population of Tarrant County to 1,589,200 residents. Tarrant County is projected to lead all the NCTCOG counties in absolute growth by capturing 21 percent of all the projected household growth during the 30-year forecast period. Additionally, Johnson County is expected to triple its 2000 household total by the year 2030.

2.2.2. Growth of Major Employers

According to the NCTCOG's *June 2004 Major Employers List*, there are 944 major employers in the North Central Texas Region. Major employment establishments are those that have a minimum of 250 full-time and part-time workers. Major employers in the North Central Texas region combine to employ 790,450 persons, representing 25 percent of all employment in the region. Tarrant County has 227 major employer sites, most of which are concentrated in the City's CBD and along IH 35W north and south of downtown. Major employment centers that would be served by the proposed

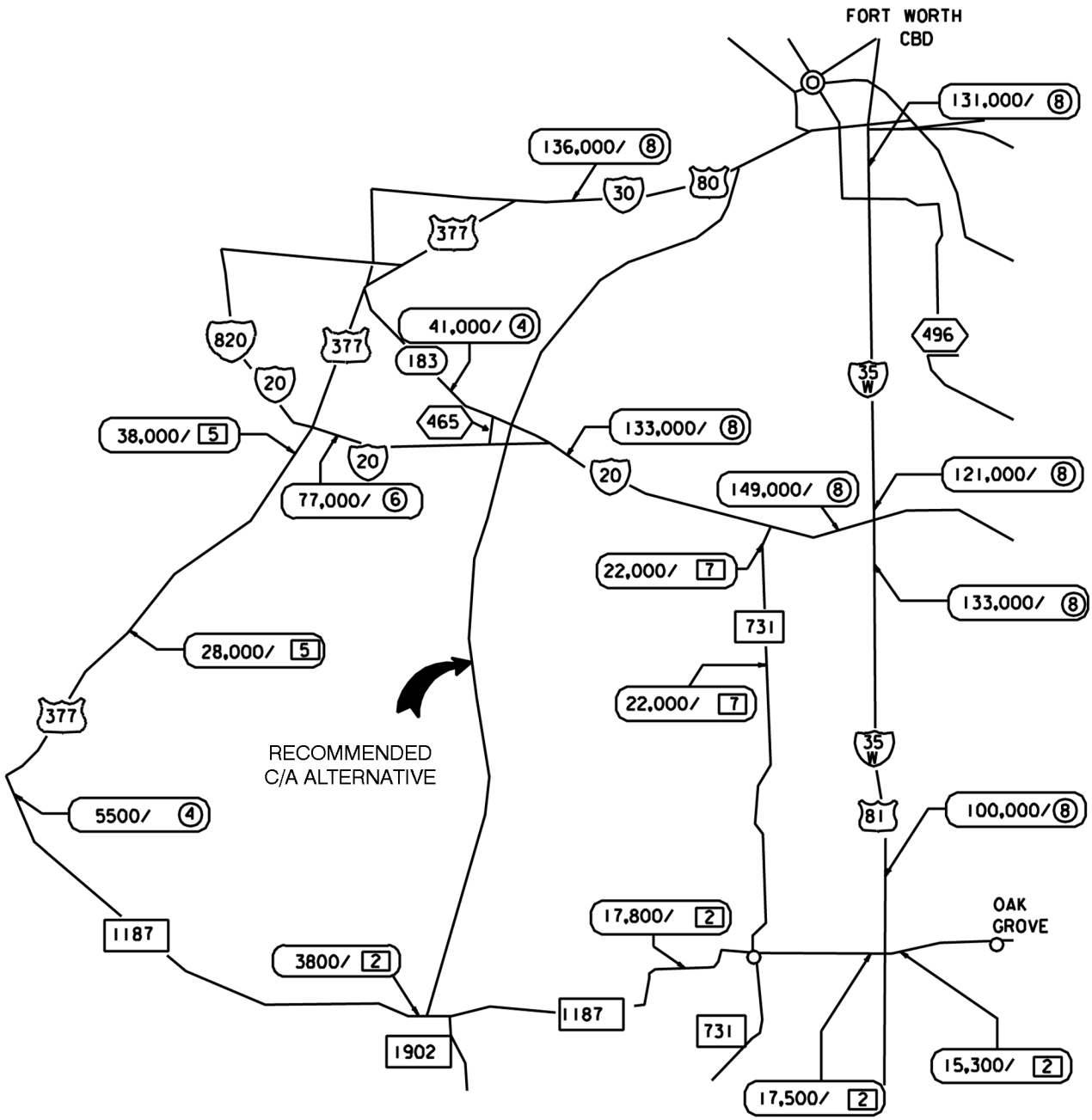
facility include the Fort Worth CBD, the West Fort Worth Hospital District and the Southwest Fort Worth market area. In 2004, Lockheed Martin Corporation in Fort Worth led all major employers in the 16-county region with 16,800 workers.

2.2.3. Growth and Traffic Demand

Rapid growth in the DFW area is surpassing the area's transportation system's ability to accommodate traffic demand. Congestion is no longer limited to the traditional peak hour periods or to the CBD. Factors such as population growth, employment growth, automobile ownership, single-occupant vehicle travel and increased development, have all contributed to the increase in vehicle miles traveled (VMT) across the region. According to NCTCOG's *2025 Mobility Update* report, in 1999, transportation demand for the region was 125-million VMT. In the year 2025, this figure is expected to increase to over 200 million VMT.

Major arterials that provide north-south access near the PSC (Exhibit 5.2 through Exhibit 5.5) are Bryant Irvin Road and South Hulen Street. Other arterials that provide northeast-southwest access include Vickery Boulevard, Granbury Road and Camp Bowie Boulevard. Motorists who wish to travel between the Fort Worth CBD and southwest Fort Worth currently use the existing freeway system, in combination with the various other major arterials. These movements are made difficult due to congestion on the freeways and because of frequent traffic lights and slower speed limits along local arterials. Observed traffic patterns on these facilities indicate heavy commuter use, with the average weekday traffic substantially higher than average weekend traffic.

Existing traffic volumes were obtained for the various freeway and arterial facilities serving the project study area. Traffic data for arterials and for freeways are presented in Exhibit 2.1 and Exhibit 2.2. The level of service (LOS) is a letter designation that describes a range of operating conditions, from free flow operation at LOS A to forced, or breakdown conditions at LOS F. The LOS at which various facilities were operating can be determined by referring to Table 2-1 that shows the recommended maximum average daily traffic (ADT) volumes for various facility types at different



LEGEND

XX,XXX/X	2002 ANNUAL AVERAGE DAILY TRAFFIC
○	- DIVIDED FACILITY
□	- UNDIVIDED FACILITY
20	INTERSTATE HIGHWAY
80	U.S. NUMBERED HIGHWAY
183	STATE HIGHWAY
465	LOOP OR SPUR
731	FARM OR RANCH ROAD

Source: Base Map 2002 TxDOT Traffic Map, Fort Worth District,
Texas Department of Transportation
Transportation Planning and Programming Division

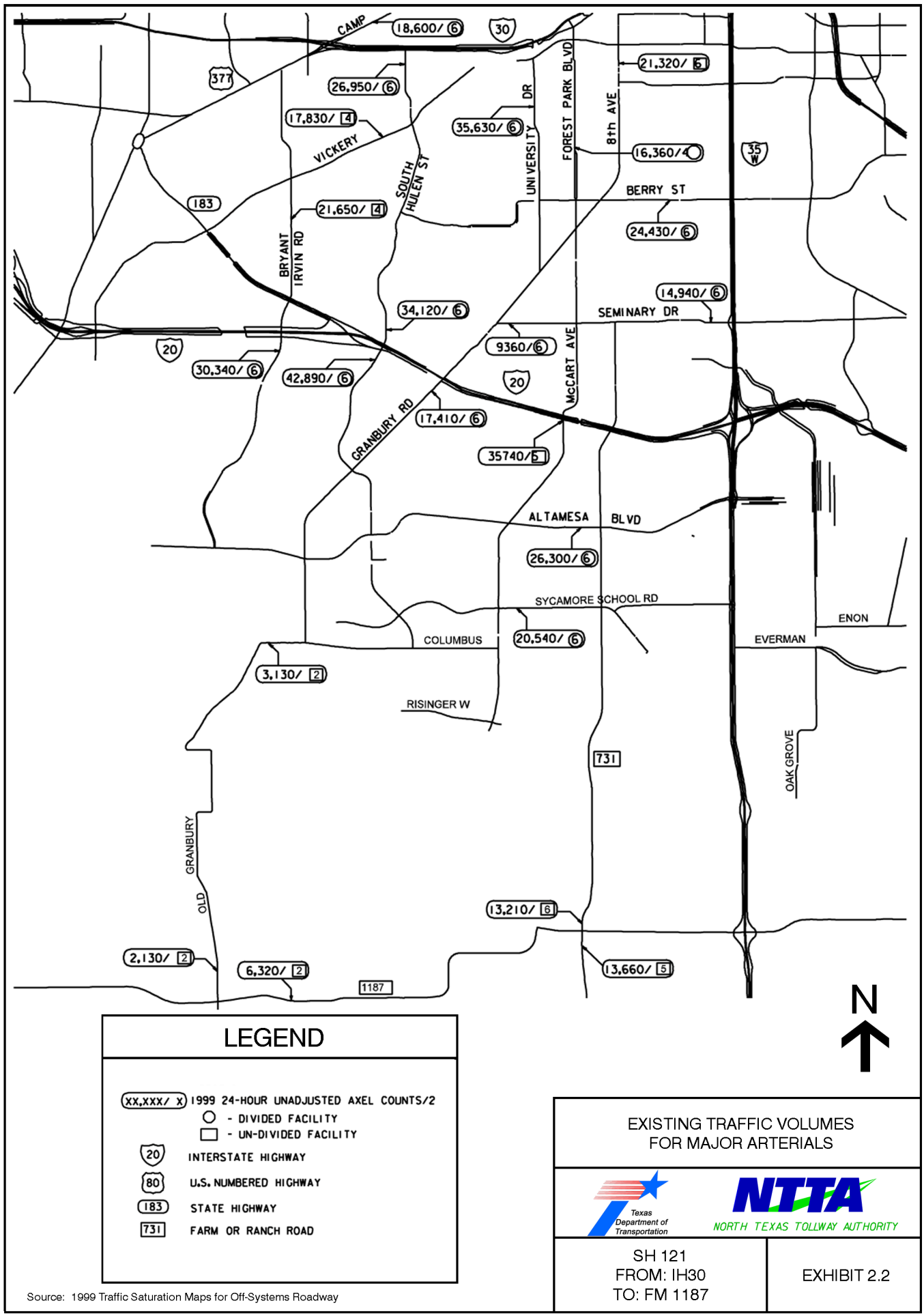
EXISTING TRAFFIC VOLUMES
FOR ON-STATE FACILITIES

Texas Department of Transportation

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.1



EXISTING TRAFFIC VOLUMES
FOR MAJOR ARTERIALS

Texas Department of Transportation

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.2

Source: 1999 Traffic Saturation Maps for Off-Systems Roadway

flow conditions. An examination of Table 2-1 and Exhibit 2.2 indicates Bryant Irvin Road (30,430), Hulen Street (42,890), University Drive (36,630) and McCart Avenue (35,740) are operating at worse than tolerable levels of service.

Table 2-1 – Recommended Maximum Average Daily Traffic* and Level of Service

Roadway Class	Good Flow LOS A-B	Tolerable Flow LOS C-D	Capacity Flow LOS E
Urban Freeways			
4-lane	44,000	52,800	64,400
6-lane	66,000	79,200	96,600
8-lane	88,000	105,600	128,800
Urban Divided Streets			
4-lane	16,100	19,100	23,000
6-lane	23,500	27,900	33,000
8-lane	29,400	34,900	42,000
Urban Undivided Streets			
2-lane	7,700	9,100	11,000
4-lane	12,600	14,900	18,000
6-lane	19,800	23,500	28,300
Rural Freeways			
4-lane	20,800	31,600	42,000
6-lane	31,200	47,400	63,000
Rural Divided Highways			
4-lane	15,800	20,100	29,500
6-lane	23,400	29,800	43,400
Rural Undivided Highways – Rolling Terrain			
2-lane	2,200	3,800	10,000
Rural Undivided Highways – Level Terrain			
2-lane	3,200	5,300	13,500
4-lane	9,500	13,000	17,600
6-lane	15,000	19,500	27,100

Source: TxDOT Design Division, Austin, TX.

* *The volumes assume a percentage of trucks and do not require adjustment to passenger car equivalents. The table is not meant for design purposes but rather for planning evaluations to indicate when tolerable flows are no longer accommodated.*

2.2.4. Regional Transportation Plan

Background

The regional transportation plan is Federally mandated and serves as a guide for Federal, State and local transportation expenditures. Beginning in the early 1970s, Metropolitan Planning Organizations (MPOs) have been responsible for developing and maintaining a MTP. Passage of the ISTEA and its successor, TEA-21, enacted June 9, 1998, greatly advanced the role of MPOs in the

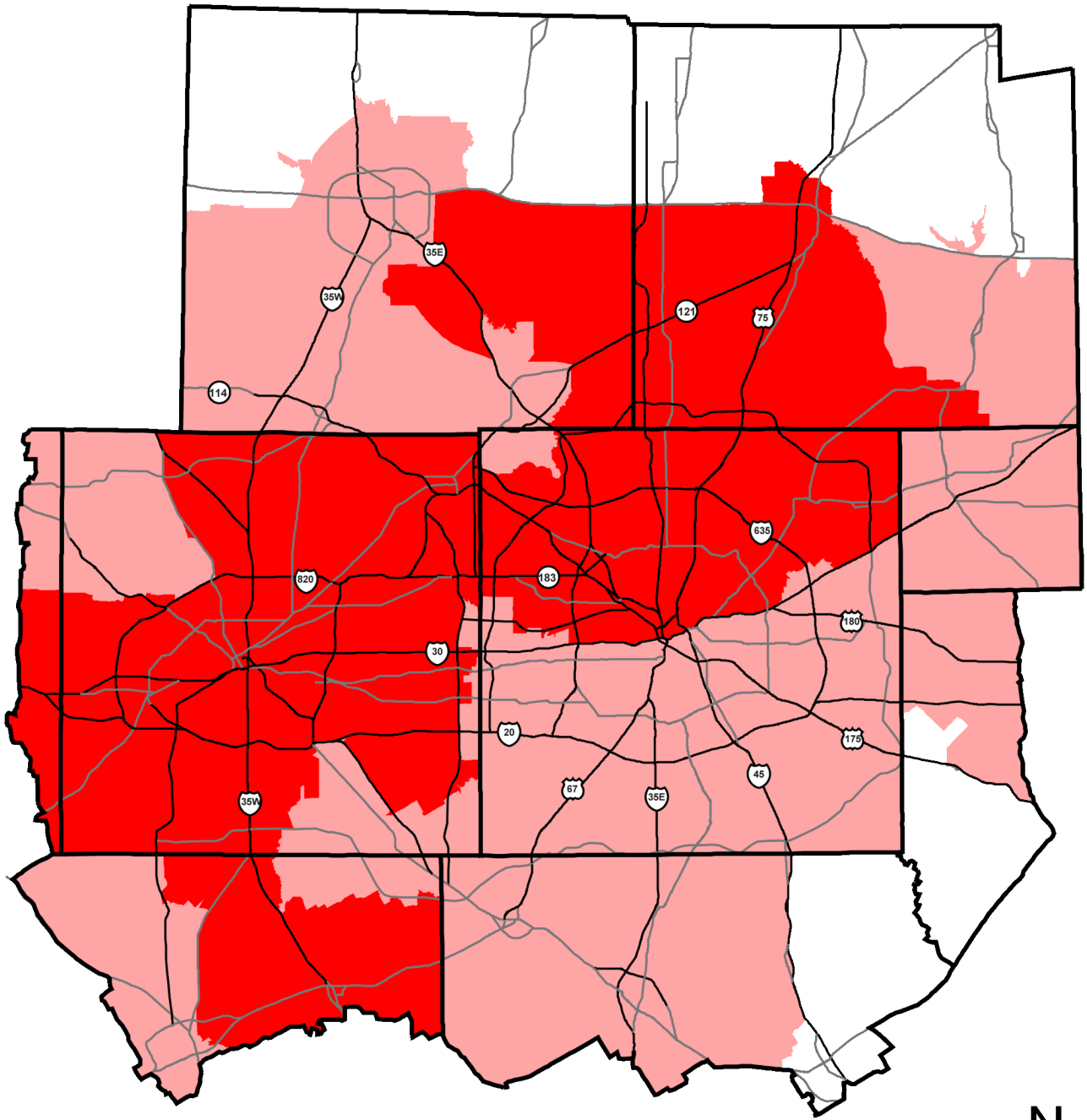
overall transportation planning process by placing more emphasis on the need for a centralized mechanism to guide and enhance transportation investments.

NCTCOG and the MTP

NCTCOG, together with the RTC serves as the MPO for the DFW region. Since the early 1970s, there have been seven transportation plans published by NCTCOG. These are, the *Total Transportation Plan for the North Central Texas Region for 1990*, completed in 1974; *Mobility 2000 – The Regional Transportation Plan for North Central Texas*, completed in 1986; *Mobility 2010 - The Regional Transportation Plan for North Central Texas* completed in 1990; *Mobility 2010 Plan Update*, completed in 1993; *Mobility 2020 - The MTP*, completed and published in September 1997; and *Mobility 2025 Plan Update - The MTP*, completed and published in January of 2000 and *Mobility 2025 – 2004 Update*, published in 2004.

Following in the guidelines of the previous plan, *Mobility 2020*, the current plan, *Mobility 2025 - 2004 Update*, was developed following completion of the transit and highway model validation for the base year 1995. The plan is based on regional transportation needs identified through the process of forecasting future travel demand, evaluating system alternatives and selecting those options which best meet the mobility needs of the region. A series of travel forecasts were performed including commuter and light rail alternatives, High Occupancy Vehicle (HOV) and express lanes, freeways, tollroads and arterial street improvements. In addition, a system of bicycle and pedestrian facilities was developed. Throughout the planning process, close coordination among local governments, NTTA, TxDOT and transit authorities was maintained.

An evaluation of the 2025 baseline forecast was accomplished to identify future congested locations and quantify transportation system needs. In order to assess regional system performance and to further assess project specific system performance following implementation of congestion reduction strategies, a variety of quantifiable performance measures were included in the study. With the *Mobility 2025-2004 Update* recommendations in place (which include proposed SH 121), peak hour congestion levels would occur as illustrated in Exhibit 2.3. Specific legislative requirements also had



LEGEND

- Areas of Moderate Peak-Period Congestion
- Areas of Severe Peak-Period Congestion

Annual Cost of Congestion = $11.8 Billion

MOBILITY 2025 2004 UPDATE

North Central Texas Council of Governments Transportation

2025 CONGESTION - WITH IMPROVEMENTS

Texas Department of Transportation

NTTA NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

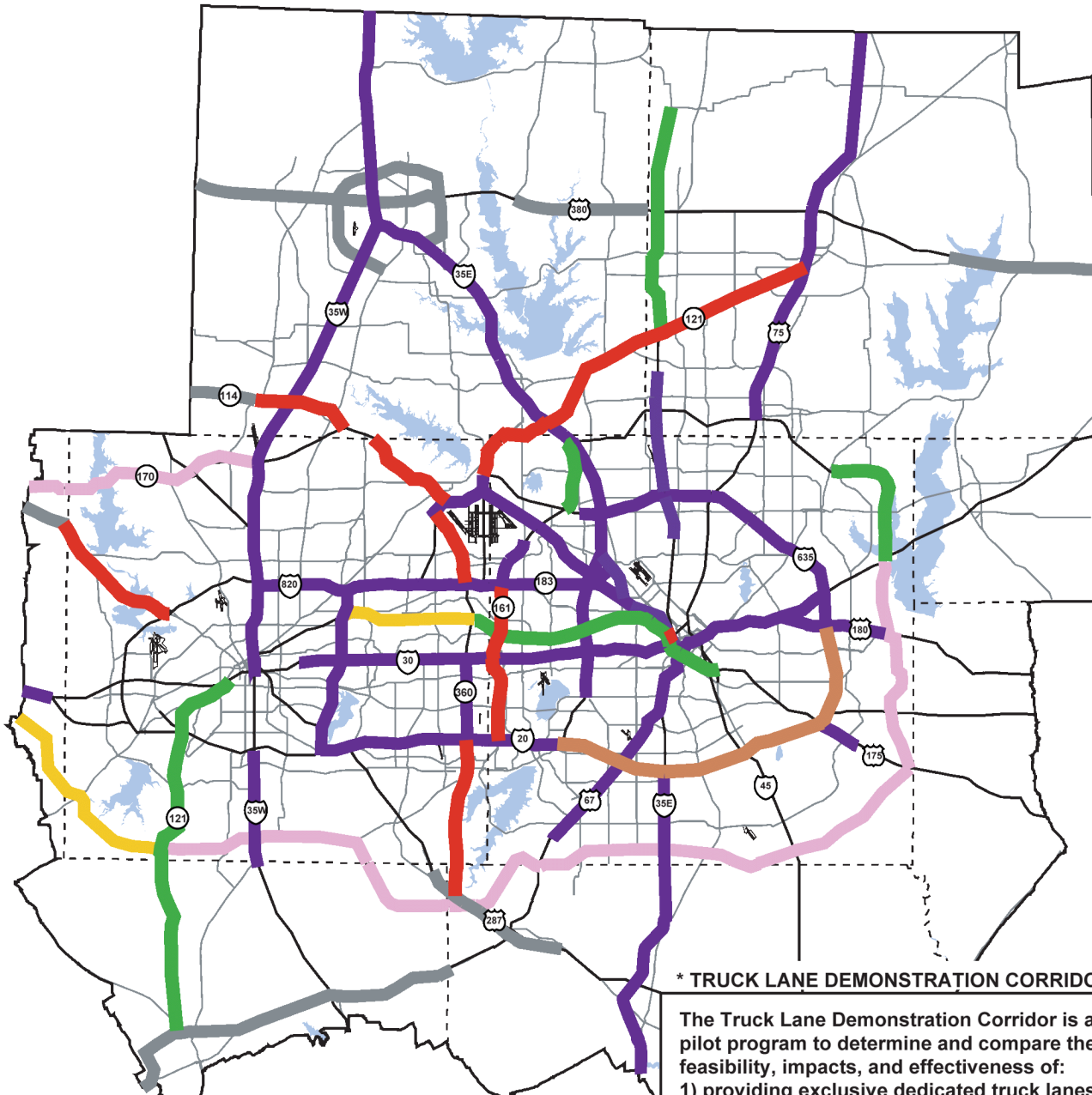
EXHIBIT 2.3

to be addressed in the MTP. The CAAA of 1990 established the requirement that all areas designated as non-attainment for exceeding the National Ambient Air Quality Standards (NAAQS) must make conformity determinations on MTPs and TIPs before they are approved. Collin, Dallas, Denton and Tarrant Counties are all designated non-attainment areas for ground level ozone (O_3) for 1-hour and 8-hour O3 standard. Under 8-hour standard, ozone concentrations for the average of the annual fourth highest daily eight-hour maximum over a three-year period cannot be at or above 85ppb. A demonstration of transportation conformity for added capacity projects to the 8-hour O3 standard is not required until the end of the EPA one-year grace period. The EPA one-year grace period will end June 15, 2005. *Mobility 2025 - 2004 Update* is required to be in conformity with the SIP for air quality. In accordance with Federal regulations, *Mobility 2025 – 2004 Update* is constrained to available financial resources. Currently, the proposed action is a part of the NCTCOG's *Regional Transportation Plan (Mobility 2025 – 2004 Update)* and is included in the *2004-2006 TIP* for North Central Texas. The proposed action would provide a major link in the future regional transportation network.

Mobility 2025 – 2004 Update is the defining vision for transportation systems and services in the DFW Metroplex. In addition to the freeway/tollroad and rail proposals, *Mobility 2025 – 2004 Update* recommends other improvements in the SH 121 study area, including TSM and travel demand management (TDM) strategies and non-motor vehicle alternatives. In order to aid financing the proposed action, a freeway system evaluation of *Mobility 2025 - 2004 Update* recommended the construction of SH 121 as a "new staged tollroad" (Please see Exhibit 2.4). The recommendation was based on a tollroad study, submitted to the Texas Transportation Commission in July 1995, in which alternative financing was sought for the $750 million proposed freeway facility. The findings of this study are discussed in Chapter 3.0, Alternatives Analysis.

2.2.5. Transportation Demand

The CMS is a systematic process for managing traffic congestion. The CMS provides information on transportation system performance, alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs. Proposed SH 121 is



*** TRUCK LANE DEMONSTRATION CORRIDOR**

The Truck Lane Demonstration Corridor is a pilot program to determine and compare the feasibility, impacts, and effectiveness of:
1) providing exclusive dedicated truck lanes through the corridor and on adjoining access/egress lanes and ramps, and
2) restricting trucks to operating only in certain lanes in the corridor.

LEGEND

- **Improve Existing Freeway/Tollway**
- **New Staged Freeway**
- **New Staged Tollway**
- **New Staged Parkway**
- **Upgrade to Parkway**
- **Preserve ROW**
- **Truck Lane Demonstration Corridor ***
- **Roadways**

N

MOBILITY 2025 2004 UPDATE

SOURCE:

North Central Texas Council of Governments Transportation

2025 REGIONAL PLAN
FREEWAY AND TOLLWAY SYSTEM

Texas Department of Transportation

NTTA NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

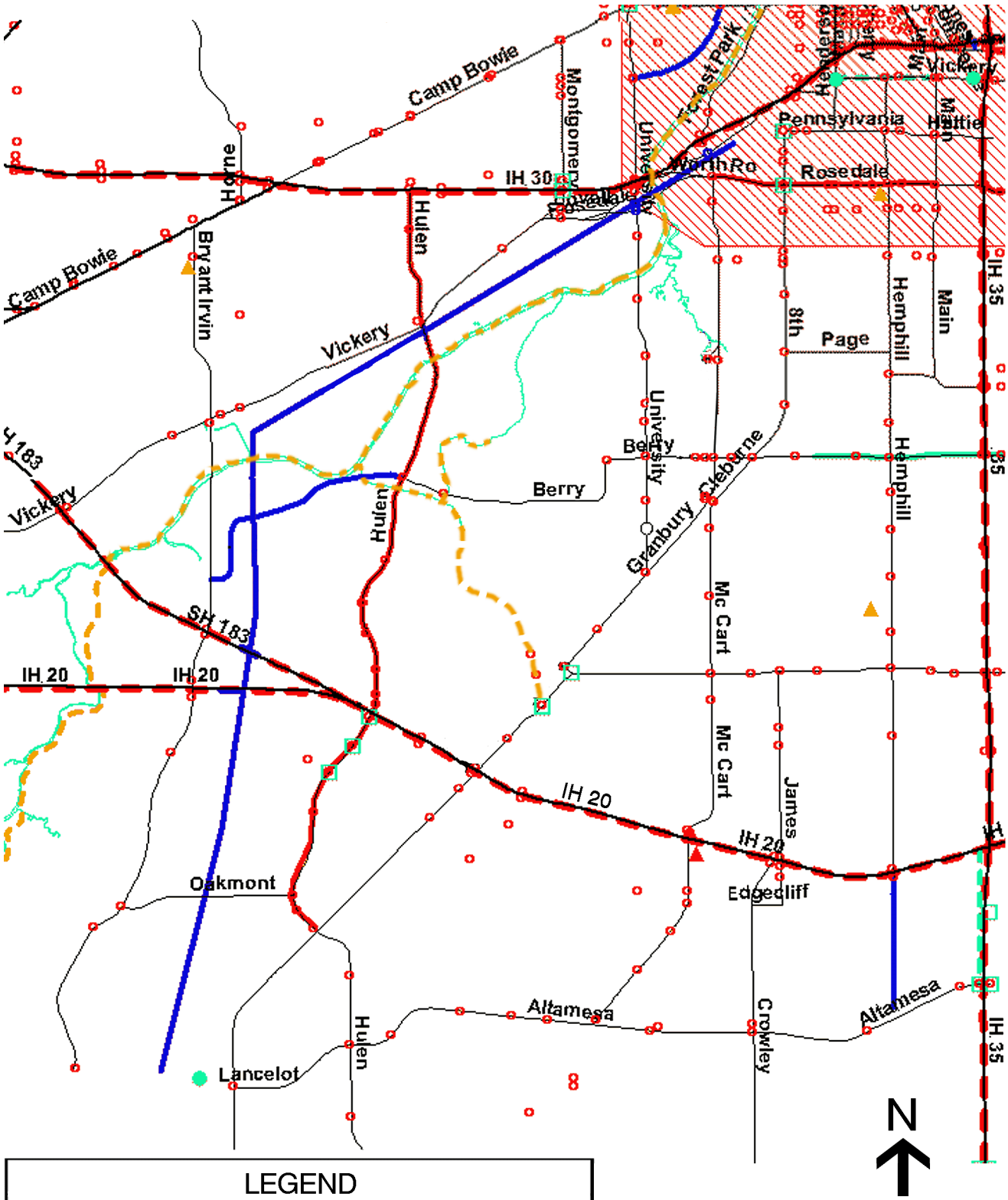
EXHIBIT 2.4

included in the NCTCOG's current operational CMS, which meets all requirements of 23 CFR 500.109.

Operational improvements and travel demand reduction strategies are commitments made by the region at two levels: program level and project level implementation. Program level commitments are inventoried in the regional CMS, which was adopted by NCTCOG. They are included in the financially constrained MTP. Future resources are reserved for their implementation. The CMS element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) detailing type of strategy, implementing responsibilities, schedules and expected costs. At the project programming stage, travel demand reduction strategies and commitments would be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the Single Occupancy Vehicle (SOV) facility implementation and project specific elements.

Various strategies, including TSM, TDM, capital improvements, land-use strategies and other transportation control measures (TCM) have been evaluated for their effectiveness and feasibility. TSM/TDM strategies in the project vicinity are depicted on Exhibit 2.5. Strategies have been recommended based on ease and cost of implementation, congestion benefits, air quality benefits as well as benefit-cost ratios. The evaluation of projects for inclusion in the TIP are based on current cost-effectiveness, air quality and energy conservation, local cost participation, intermodal/multimodal/social mobility and project inclusion in the Regional CMS or SIP as a Transportation Control Measure.

Several regional and specific strategies to reduce congestion have been considered: operational improvements, traffic flow improvements, HOV lanes, improved transit service facilities, light/commuter rail service, bicycle and pedestrian improvements, TDM such as employer trip reduction (ETR) programs, area wide ridesharing (carpooling and van pooling) and voluntary no-drive days. Specific measures are discussed in the following.



LEGEND

- Addition of Lanes
- Bike/Pedestrian
- Bottleneck Removal
- Bus Transit
- Enhancement
- Grade Separation
- Intersection Improvement
- ITS
- New Roadway
- Park & Ride / Rail Station
- Rail Transit
- Traffic Signal Improvement
- Identified Project

SOURCE: North Central Texas Council of Governments Transportation

TSM/TDM STRATEGIES

Texas Department of Transportation

NTTA NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.5

Specific Transportation System Management and Transportation Demand Management Strategies

Operational improvements: Operational improvements can range from implementation of incident detection and management programs to adding capacity. The CMS for the DFW region recommends that electronic surveillance and response technology (including intelligent transportation systems [ITS] and motorists information systems) be installed and operated on freeways to alleviate congestion. In addition, the CMS recommends that motorists assistance teams (i.e., TxDOT Courtesy Patrol) patrol congested freeway corridors during normal peak hours.

The existing ITS is approximately 55 percent complete in Tarrant County. It includes dynamic message signs on roadways to alert drivers of traffic conditions and video cameras to monitor traffic conditions. ITS and motorists assistance programs are designed to detect and quickly respond to incidents and accidents in order to lessen the severity of nonrecurring traffic congestion.

TxDOT Courtesy Patrol is presently being used to manage incidents on major freeway sections within Tarrant County. Duties of the Courtesy Patrol include aiding stranded motorists (flat tires, fuel and mechanical problems) and providing traffic control for police and fire departments during responses to roadway accidents. Additionally, these measures can also be used to manage the transportation system and help it operate more efficiently.

Traffic flow improvements: The objectives of traffic flow improvements are to maximize the carrying capacity of the roadways, reduce the number of vehicles in queues, increase overall speed, increase roadway capacity and reduce stops and delays. These improvements, also known as TSM improvements, are relatively low cost and easily implemented. Included are items such as: traffic signal retiming/synchronization; restriping to gain additional lanes; adding turning bays; restricting turning movements; and removing bottlenecks. *Mobility 2025-2004 Update* lists specific types of TSMs for the region, which include: retiming/synchronization of traffic signal locations (including across local jurisdictional boundaries); locations for intersection improvements; and freeway bottleneck removal.

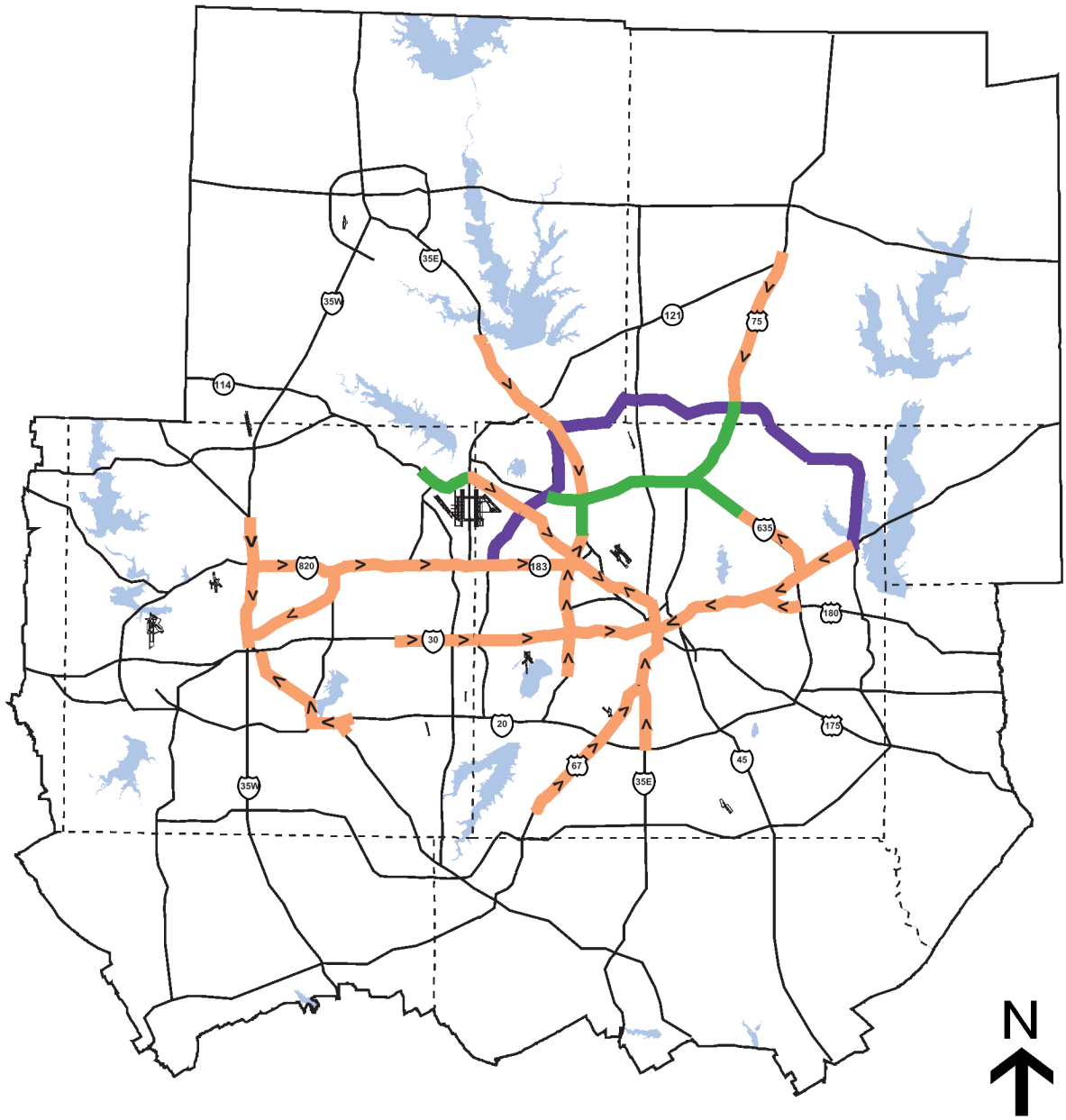
HOV lanes: *Mobility 2025 – 2004 Update* recommends the use of HOV lanes based on current and projected traffic congestion. Candidate HOV corridors were analyzed by forecasting peak hour direction HOV usage for carpools/vanpools and express bus ridership using the DFW Regional Travel Model. Upon completion of the HOV forecast, the peak hour direction warrant of 2,200 persons was applied to each candidate HOV facility and was then checked for peak hour congestion. HOV lanes for the region are identified on Exhibit 2.6.

Rail Systems: *Mobility 2025 – 2004 Update* recommends the use of rail systems such as the Dallas Area Rapid Transit (DART) light rail system and the Trinity Railway Express (TRE). TRE operates between the Fort Worth and Dallas CBDs. The majority of this commuter line uses the former Chicago Rock Island & Pacific Railroad. Primarily, the line serves east-west commuters with stations at various locations in the cities of Dallas, Irving, Arlington, Richland Hills and Fort Worth. Future and existing rail lines under study by NCTCOG are depicted on Exhibit 2.7.

Bicycle and pedestrian improvements: On a regional level, *Mobility 2025 – 2004 Update* explores the opportunities for integrating bicycle and pedestrian traffic into the overall intermodal network in North Central Texas (Please see Exhibit 2.8). Bicycling and walking can also be considered as an effective mode of transportation for home to school, entertainment, shopping, movement between and within residential neighborhoods and recreation.

Mobility 2025 – 2004 Update suggests coordinating on-road bikeways with programmed roadway improvements or new construction and developing a regional veloweb, a companion off-system bicycle system. On-road bicycle provisions do not necessarily imply a separate lane would be dedicated for bicycle traffic. A 14-foot wide outside lane, 12-foot wide lane with a two-foot curb offset is beneficial to both bicyclists and motor vehicles.

TDM: TDM describes a wide range of actions aimed at improving mobility by lessening the travel demand on the transportation system during peak periods. TDM is also a tool to reduce air pollution and help solve transportation-related problems at individual work sites. TDM strategies encourage



LEGEND

- REVERSIBLE
- MANAGED HOV/INTEGRATED TOLLWAY
- TWO-WAY
- ROADWAYS

MOBILITY 2025 2004 UPDATE

SOURCE: North Central Texas Council of Governments Transportation

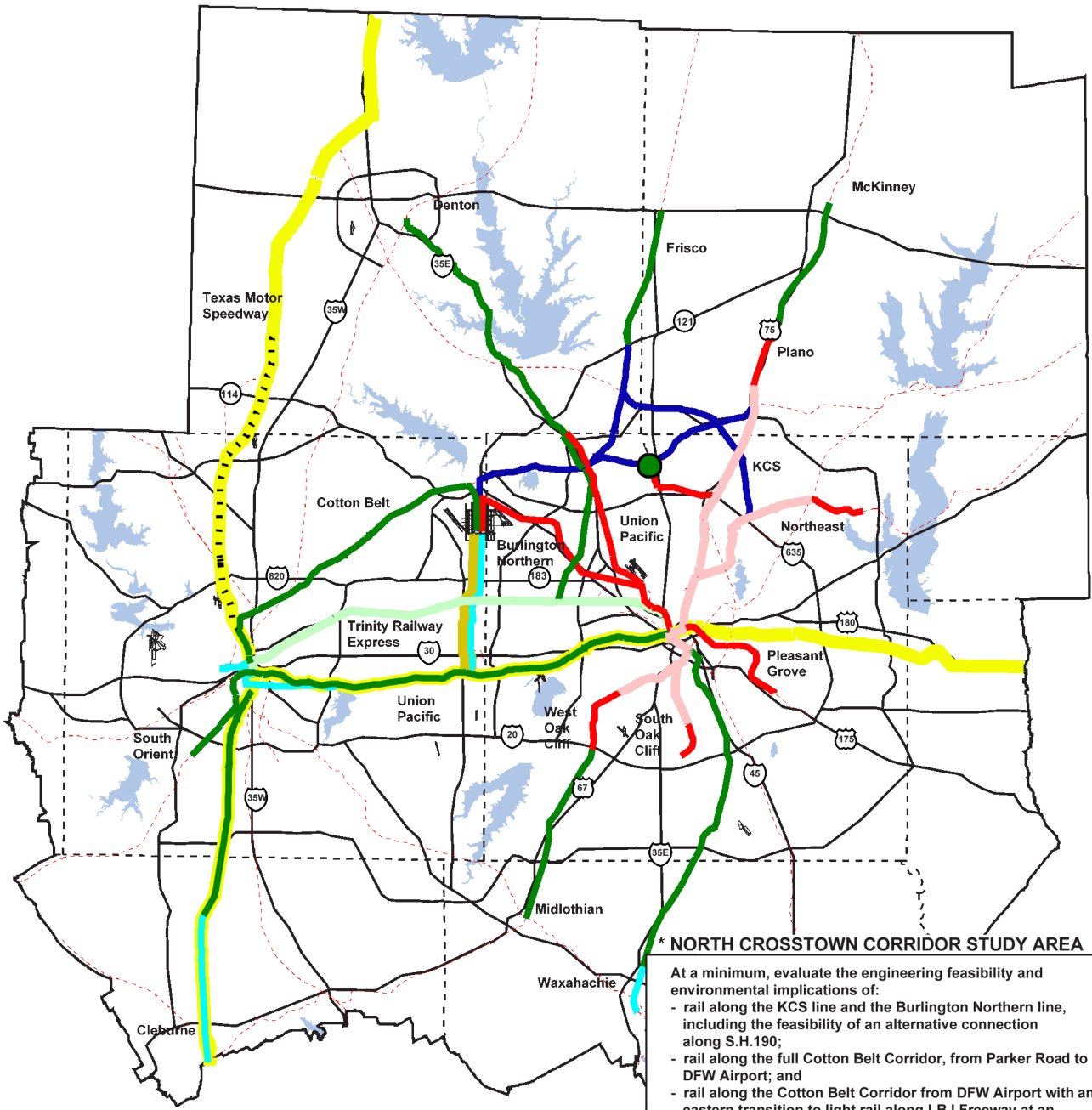
2025 REGIONAL PLAN
HOV AND MANAGED FACILITY SYSTEM

Texas Department of Transportation

NTTA NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.6



*** NORTH CROSSTOWN CORRIDOR STUDY AREA**

At a minimum, evaluate the engineering feasibility and environmental implications of:

- rail along the KCS line and the Burlington Northern line, including the feasibility of an alternative connection along S.H.190;
- rail along the full Cotton Belt Corridor, from Parker Road to DFW Airport; and
- rail along the Cotton Belt Corridor from DFW Airport with an eastern transition to light rail along LBJ Freeway at an Addison Intermodal Center.

LEGEND

- Future Light Rail
- Existing Light Rail
- Future Regional Rail
- Existing Regional Rail
- Future Rail
- Special Events
- Future Intercity Rail
- Existing Intercity Rail
- North Crosstown Corridor Study*
- Possible Eastern Terminus
- Roadway
- Existing Rail Corridors

N

MOBILITY 2025 2004 UPDATE

FUTURE AND EXISTING RAIL SYSTEM

Texas Department of Transportation

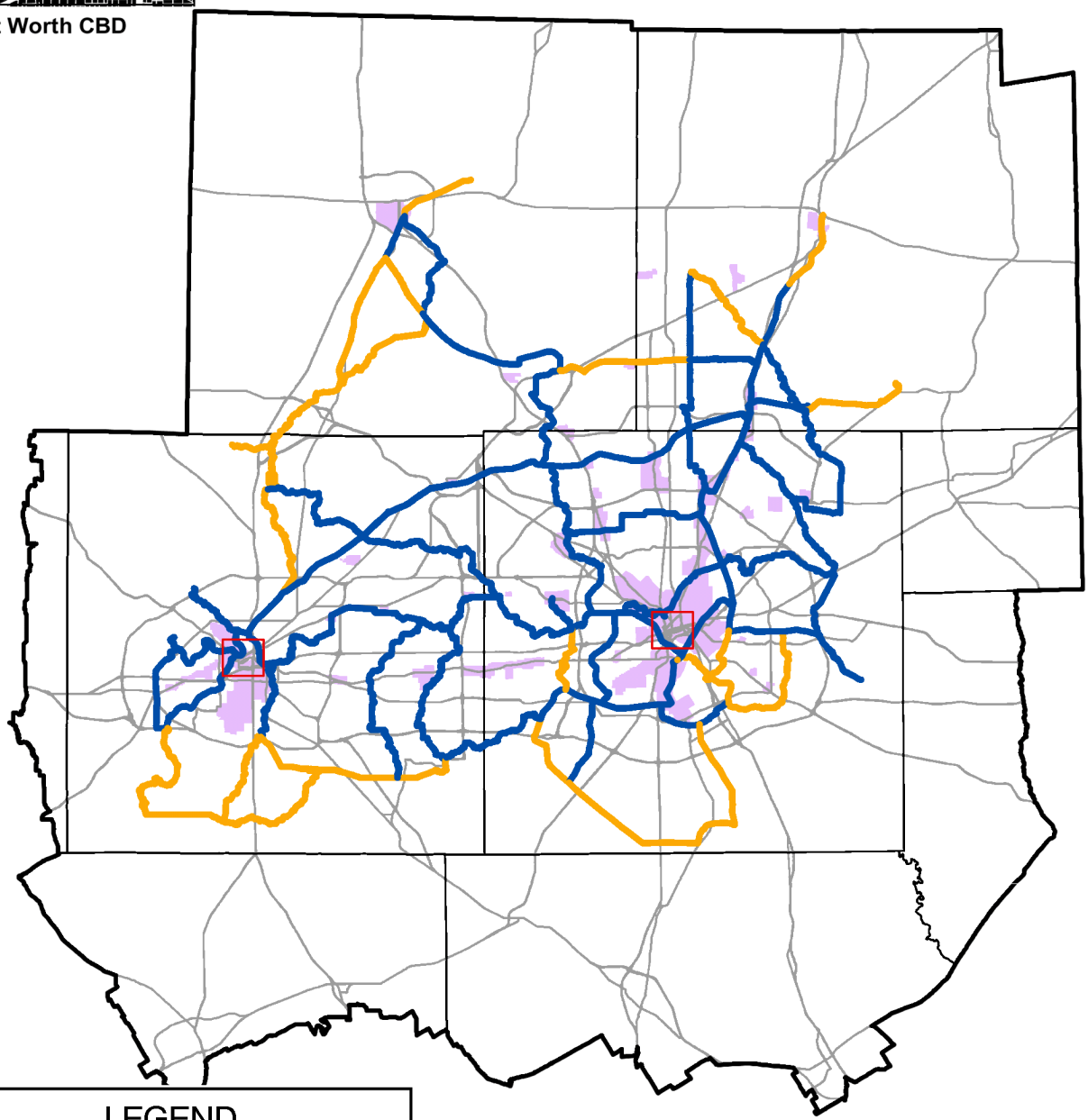
NTTA NORTH TEXAS TOLLWAY AUTHORITY

SOURCE: North Central Texas Council of Governments Transportation

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.7

Fort Worth CBD



LEGEND

- BICYCLE-PEDESTRIAN TRANSPORTATION DISTRICTS Within all rail corridors all existing and planned stations are bicycle and pedestrian districts
- RECOMMENDED VELOWEB ROUTES
- CANDIDATES VELOWEB ROUTES
- AREA ROADS

N

2025 REGIONAL PLAN
BICYCLE AND PEDESTRIAN SYSTEM

MOBILITY 2025 2004 UPDATE

Texas Department of Transportation

NTTA NORTH TEXAS TOLLWAY AUTHORITY

SOURCE: North Central Texas Council of Governments Transportation

SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 2.8

travelers to use other alternatives to driving alone, especially at the most congested times of the day. Examples include congestion-pricing schemes, incentives to increase use of alternative modes of travel and ETR (employee trip reduction) programs. The following describes the TDM strategies being promoted in the DFW area.

ETR programs: An ETR program is a concept based on either voluntary or mandatory ETR ordinances to reduce employee commute vehicle trips. Such plans are primarily aimed at public and private employers with at least 100 employees at a single location and are predicted to increase vehicle ridership by 25 percent among participating employees. ETR programs can include numerous elements such as: variable work hours, telecommuting, carpooling/vanpooling incentives, parking management strategies, pedestrian/bicycle incentives and subsidized transit passes, etc.

Telecommuting: Telecommuting is working at a location other than the conventional office. The place may be a home or an office close to home. Telecommuting does not necessarily require a computer nor does it have to be a full-time arrangement. One potential effect associated with telecommunicating is the opportunity for increased non-work related trips.

Parking Management: Parking management techniques such as priority carpool/vanpool parking and parking pricing/allowance can be incorporated into an ETR program. Parking management, park-and-ride lots and fringe parking were also considered as options to reduce congestion. Parking management is a set of strategies used to balance the supply and demand for parking while addressing related issues such as traffic congestion, air pollution and commuter mobility. These strategies are applicable within the CBD where there is a high density of employment and parking fees. At this time, there are no ordinances requiring employers to charge for parking, provide bicycle parking or limit parking in the DFW region, nor has any local government passed an ordinance stipulating the rates to be charged for parking.

Park-and-Ride Lots: At least two park-and-ride lots have been constructed in the region since 1990 with additional opportunities being investigated. *Mobility 2025 – 2004 Update* anticipates the construction of additional park-and-ride lots by the year 2025.

Area-wide Ridesharing: Area-wide ridesharing is considered as a potential traffic congestion reduction measure. The DFW CMS cites ridesharing programs as key elements of the regions TDM efforts. Carpooling and vanpooling are likely to be of primary interest to people who live a long way from work - round trips averaging 25 mi or more for carpools and 30 mi or more for vanpools. For shorter trips, the added time to pick up and drop off passengers and the inconvenience of conforming to a fixed travel schedule would probably outweigh any cost savings or incentives. Home-based work trip information showed round trip work distances of 25 mi or more accounted for 40 percent of the trips in the study area while 33 percent were 30 mi or greater. The availability and cost of parking can be another consideration in the decision to carpool/vanpool.

Vanpool Services Incorporated (VPSI) is a regional vanpool facilitator through the Fort Worth Transit Authority (FWTA). Currently, their service provides 15-person passenger vans for vanpools in the study area. FWTA offers rideshare-matching services to create compatible rideshare arrangements. Also, through the Congestion Mitigation and Air Quality Improvement Program(CMAQ), FWTA offers incentives to start and maintain vanpools.

2.2.6. Congestion Management Systems Summary

NTTA, TxDOT and the NCTCOG would continue to promote appropriate congestion reduction strategies through the CMAQ program, the CMS and the MTP. According to NCTCOG, the congestion reduction strategies considered for the area would help alleviate congestion within the region but would not eliminate it.

2.2.7. Safety/Roadway Deficiencies

Similar to most large cities, the existing roadway system in Fort Worth was originally laid out for a historical time period in a more centralized city. Although major reconstruction of the freeway

system is occurring, many of the thoroughfares and local streets forced to serve as thoroughfares, are inadequate in width (capacity), sight distances, safety design features and continuity. There is no direct route of a southwest-to-central orientation similar to what would be provided by the proposed facility.

Additionally, the user demands for many of these urban roadways cause them to carry more traffic than they were designed for, thus leading to congested conditions. This congestion leads to higher costs to the traveling public.

Without major improvements, including disruptive reconstruction of the existing roadway network, the existing system would continue to become more congested. The increased congestion would lead to hazardous and unsafe conditions that would likely result in higher accident rates.

The proposed facility, by providing a direct and continuous southwest-to-central major traffic arterial, would improve access and travel time of public safety vehicles and emergency services. The proposed facility would also provide a controlled access highway that would complement the existing City of Fort Worth's *Master Thoroughfare Plan*.

2.2.8. Funding and Legislation

Section 1602 of the *Transportation Equity Act* (TEA) for the 21st Century (TEA-21, P.L. 105-178, June 9, 1998), known as the High Priority Projects Program provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress and is now included in 23 USC.117. TEA-21 includes 1,850 of these projects, each with a specified amount of funding over the six years of TEA-21. The designated funding can only be used for the projects as described in the law [1601(a)]. With support from U.S. House of Representatives member Kay Granger of the 12th District (R-Texas), funding in the amount of $25 million has been earmarked specifically for the construction of SH 121 from IH 30 to the Tarrant/Johnson County Line (plus an additional $7 million to extend to US 67 in Cleburne), under this category of TEA-21.

The SH 121 study was authorized by MOs No. 83516 and 84030 and approved by the Texas Transportation Commission on August 29, 1985 and January 30, 1986, respectively. MO No. 83516 was accepted by the City on October 15, 1985, by a Fort Worth City Council and Mayor communication (Number G-6454). The Commissioners Court of Tarrant County adopted MO No. 83516 by resolution on November 25, 1985.

Environmental review and approval of the proposed facility is governed by the *National Environmental Policy Act* (NEPA) and its implementing regulations; regulations and procedural guidelines of the FHWA (23 CFR 771 and 772) TxDOT guidelines and 43 *Texas Administrative Code* (TAC) Chapter 2, Subchapter C.

This page is intentionally left blank.