

Funding Requested	Project	Purpose
\$5,700,000	Alsbury Boulevard in Burleson	This project will provide primary access to Burleson's planned transit station, which will serve as the local station for access to regional rail in the Dallas-Fort Worth metropolitan area. The Johnson County rail line will connect to the Intermodal Transportation Center in Fort Worth. Preliminary studies indicate a ridership on the Johnson County passenger rail line of more than 4,000 persons each day, which is the equivalent of approximately one lane of traffic on the freeway.
\$14,000,000	Bryan Multimodal Transit Terminal	This new transit terminal and parking facility will serve as a major hub for intra-city and commercial bus routes in Brazos County. Co-locating intra-city and commercial bus transfer points will improve mobility for passengers. The Bryan Terminal and Parking Facility will include offices for Brazos County's Adult Probation program and will provide parking for numerous county and city functions associated with the Brazos County Courthouse, the county's courthouse annex, Bryan City Hall, and the new City of Bryan Justice Center. Furthermore, it will provide office space for the Brazos Transit District, which is the largest rural transit provider in the country. Construction of this parking facility will address the increasing demand for parking that has resulted from the city's downtown revitalization effort. Furthermore, 300 jobs will be created in Brazos Valley during the 18 month construction period.
\$1,850,000	F&B Road in College Station	Construction of F&B Road will provide a connection for the Texas A&M Health Science Center to the intersection of F&B road and FM 2818. It would provide an alternate entrance to the center for faculty and students, off the stressed current transportation infrastructure. The expansion of the Texas A&M Health Science Center to Hwy 47 in Bryan has created stress on the current transportation infrastructure, and the creation of F&B road will reduce the amount of traffic on the main thoroughfare, University Drive West.
\$1,500,000	FM 1179 in Bryan	This road is classified as a major east/west corridor and is a major gateway to the city. The reconstruction of this road will only enhance the residential development already underway along this corridor and promote future residential and commercial development in the area. The current two lane highway will not meet the needs of the future growth in the area, with expansions in residential development.
\$16,320,000	FM 1637 in McLennan County	The widening of FM 1637 from FM 3051 to FM 2490 would prevent collisions due to the lack of turn lanes and increase commercial development capacity in the area. The road is carrying 16,000 vehicles per day despite being a 2-lane road with peak hour delays of 30-45 minutes common, making a significant number of rear-end collisions occur. This project was designed and constructed as a rural highway prior to existing development, which encourages excessive speed during non-peak hours, significantly increasing the severity of crashes. The project would redesign the road as an urban arterial encouraging more reasonable speeds along the corridor.
\$125,600,000	Interstate 35 through McLennan County	Interstate 35 is one of the most heavily traveled highways in the nation and has been referred to as the NAFTA superhighway. A majority of trade with Mexico enters or departs the US from Laredo via I-35 and travels through Waco on its way to or from its final destination. In addition, I-35 connects three of the fastest growing metropolitan areas in the United States: Dallas/Fort Worth, Austin and San Antonio. The segment in McLennan County was constructed in the early 1960's and thus does not meet modern design standards for Interstate Highways. The construction of this project will increase highway capacity on one of the most heavily traveled interstates in the nation.
\$10,000,000	Rural Mobility Project	To be run jointly by the Brazos Transit District and Texas Transportation Institute, this project will undertake a comprehensive program of research, pilot projects, workforce development, training, and outreach focusing on enhancing rural transit services to meet the diverse mobility needs of resident, visitors, and businesses.
\$5,760,000	South College Ave in Bryan	South College Avenue is a minor arterial on the city's thoroughfare plan and from Dodge Street to FM 1179 provides a vital link between Texas A&M University at its south end and Downtown Bryan at its North end. Any improvements along this corridor will enhance its local regional significance and its ability to attract more traffic to and from Downtown Bryan. The re-construction of South College Ave will promote further development along the corridor as well as further mixed-use development in the area.
\$9,000,000	State Highway 47 & Health Science Center Pkwy in Bryan	A new grade separation at State Highway 47 and Health Science Center Parkway would provide a gateway to further economic development in Brazos County in the Texas A&M University Health Science Center. The Health Science Center campus development will undoubtedly spur future residential and commercial development in the area, and having a grade separation to facilitate access to the area will enhance safety and mobility in the area.

\$15,120,000	State Loop 574 in Waco	The project will complete a connection between State Highway 6 from the southeast and northbound Interstate 35. It will support greater access to and between the Dallas/Fort Worth and the Bryan/College Station regions and provides an alternative to Interstate 45 between the Dallas/Fort Worth and Houston regions. This project will provide direct access into Downtown and East Waco from the State Highway corridor without having to negotiate several confusing interchanges. Improved access to areas should provide opportunities for new development in economically distressed East Waco and support redevelopment efforts underway in Downtown Waco.
\$350,000,000	Texas T-Bone High Speed Rail Corridor	Funding would provide for initial studies, right of way purchases, environmental impact studies, and additional studies for the Texas T-Bone High Speed Rail Corridor. The Corridor would connect the Dallas/Fort Worth Metroplex and the cities of San Antonio and Houston.
\$5,000,000/year	Transportation Performance Measurement Program	Funding would provide for creation of a Transportation Performance Measurement Program co-located at Texas Transportation Institute and the Center for Transportation Studies at the University of Minnesota. The creation of this Institute will provide for greater accountability from transportation agencies and transformational changes in our nation's transportation system.
\$2,000,000/year	University Transportation Center for Mobility	Funding would provide for the continuation of a University Transportation Center for Mobility at Texas Transportation Institute. The UTCM was designated as a University Transportation Center and works to improve the quality of life through enhanced mobility.
\$62,500,000	US 377 in Hood County	The highway corridor of US 377 from SH 144 to FM 167 serves an important role as an evacuation route for the Comanche Peak Nuclear Facility. This project will reconstruct the rural principal arterial to handle the additional capacity. Traffic volumes will exceed 50,000 vehicles per day in 2010 and 80,000 vehicles per day in 2030. Widening of the road is necessary to handle this excessive volume of traffic. This segment is also the major commercial corridor for the City. If congestion and safety issues are not addressed, the businesses along the highway will suffer as motorists avoid traveling through the corridor.
\$833,265	Village Creek Bicycle & Pedestrian Trail in Burleson	This segment of the Bicycle and Pedestrian Trail will give pedestrians over two miles of hard surface multi use trail connecting Chisenhall Farm Baseball Park, Hidden Creek Parkway and Historic Old Burleson. This construction will give pedestrians over two miles of hard surface multi use trail, providing off road transportation routes and options for citizens.
Reauthorization		Texas Transportation Institute, located at Texas A&M University System. Research at TTI has produced important and innovative safety improvements, congestion and efficiency studies, and more. The reauthorization of this Institute is critical to the continuation of this important research that has national impact.