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## Three D-FW roads included in Texas' 10 biggest transportation challenges, report says

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By Tom Benning / Reporter  
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Three stretches of road in Dallas-Fort Worth are among Texas' ten biggest transportation challenges, according to a report released Thursday by a national transportation research group.

And the clogged roads highlighted shouldn't come as any surprise for frustrated North Texas drivers: Interstate 30, from Loop 12 to downtown Dallas; Interstate 35W, from State Highway 183 to U.S. Highway 81; and North Central Expressway from State Highway 190 to the LBJ Freeway.



That's just the worst of the worst, too. All told, 26 roads, bridges or other pieces of transportation infrastructure in Dallas-Fort Worth were featured by TRIP, a Washington-based group, in their rundown of Texas' top 100 transportation challenges.

"Investing in Texas' transportation system and eliminating these challenges by improving the condition and efficiency of the state's roads, highways and bridges will be an effective step in growing the state's economy, enhancing quality of life and making Texas an attractive place to live, work and visit," said Will Wilkins, TRIP's executive director.

The report comes as state lawmakers grapple with how to boost the Texas Department of Transportation's budget and to find sustainable methods to fund road projects moving forward.

Part of the problem is that TxDOT's budget is heavily reliant on a 20-cent-a-gallon state motor fuels tax, which hasn't been raised since 1991. And because of inflation and vehicles' increased fuel efficiency, TxDOT's buying power has been greatly diminished.

One idea to fix the problem is rededicating sales tax revenue from vehicle purchases to TxDOT. Another is adding \$50 to the annual vehicle registration fee. Some have suggested tapping into the state's rainy day fund to create a \$1 billion highway infrastructure bank. And others have suggested ending the diversion of gas tax revenue to other agencies.



TRIP's report features more specific recommendations to fix individual stretches of road. And there's already some good news for North Texas drivers on two of the roads included in TRIP's top 10.

Construction on the so-called Horseshoe Project on I-30 and I-35E in downtown Dallas will begin this summer. The project, which includes the I-30 bridge over the Trinity River, will improve part of the stretch singled out in TRIP's report.

Work will also begin this spring on an overhaul of I-35W north of downtown Fort Worth. The project, which will be completed in two segments, should address some of the concerns outlined by TRIP.

To peruse TRIP's complete report, please see after the jump.

[Texas' Top 100 Transportation Challenges](#) by

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**Daniel Windham** · Top Commenter · SMU

For about 70 out of the 100 problems here, their big-time suggested solution is to widen the highway. Multiple studies show that a billion dollar hwy widening reduces congestion for only 2-3 years. When roads have less traffic, people become convinced they are better and can use them farther. That's why when people move to Frisco or up by McKinney and commute to Dallas, I shake my head when they complain about traffic. They had to know about it before buying a house.

I just hate how much tax money is spent on a one-minded solution that is only short term. What happens in 30 years when the 14 lane super highway is in need of another re-haul or replacement? It'll probably be congested then too, and they'll try to add more lanes? Where's the creativity in traffic engineering?

I'm all for sweeping autobahns between cities, but inside metroplexes like DFW, Houston, Austin, and San Antonio, there has to be some serious cost benefit analysis going forward.

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**Pat Patterson** · Top Commenter · University of Missouri

We just have too many people moving to North Texas no matter how many highway lanes we have. Catch 22 - we can build more highway lanes but more people will use the lanes and eventually clog them up. Or we stay with what we have and still clog up what we have. Paying more gas tax to build more lanes won't do any good either; better to spend on maintaining and upgrading what we have. Another Catch 22 - more fuel efficient cars and electric cars are generating less gasoline taxes. The higher mileage goes up over the years, even less taxes will be collected. There are proposals from people wanting to charge people by the mile instead; I think Oregon is one state that could do it.

As Homer Simpson says, "Well, whatta gonna do"?

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