

NEW TxDOT CONGESTION RELIEF PROGRAM

REGIONAL TRANSPORTATION COUNCIL

January 14, 2016

BACKGROUND

Expedite congestion relief projects

TxDOT to allocate \$1.0 billion - \$1.3 billion statewide

Need early construction timeframes

Only available in Houston, Austin, San Antonio, and Dallas-Fort Worth

TxDOT Commission support is anticipated on January 28, 2016

FUNDING PARTNERSHIP

Create a funding partnership with the Texas Department of Transportation (TxDOT) and Texas Transportation Commission (TTC) to implement priority projects in the West and East

All projects move forward as a congestion relief package

Provide performance measures along with proposed project list

TxDOT commits funding (new Congestion Relief Program)

RTC commits funding and creates supplemental project commitments

- Surface Transportation Program – Metropolitan Mobility (STP-MM)
- Congestion Mitigation Air Quality Improvement Program (CMAQ)
- Regional Toll Revenue (RTR)

PROPOSED FUNDING ALLOCATIONS

Current discussions include a statewide allocation range of \$1.0 billion – \$1.3 billion.

	Anticipated DFW Allocation at Upper and Lower End of Range (\$ in Millions)	
TxDOT District	At \$1 Billion Statewide Allocation	At \$1.3 Billion Statewide Allocation
Fort Worth	126.00	163.80
Dallas	280.00	364.00
Total	406.00	527.80

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion

SH 121/SH 360 Interchange
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol
Mill, staged)

Eastern Subregion

(Previously Presented Priorities)

IH 35E

Southern Gateway (IH 35E and US 67)

Lowest Stemmons (IH 35E)

SUPPLEMENTAL PROJECTS:

IH 635 East

Noise Walls

Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

WESTERN SUBREGION

SH 121 AT SH 360 (STAGED)

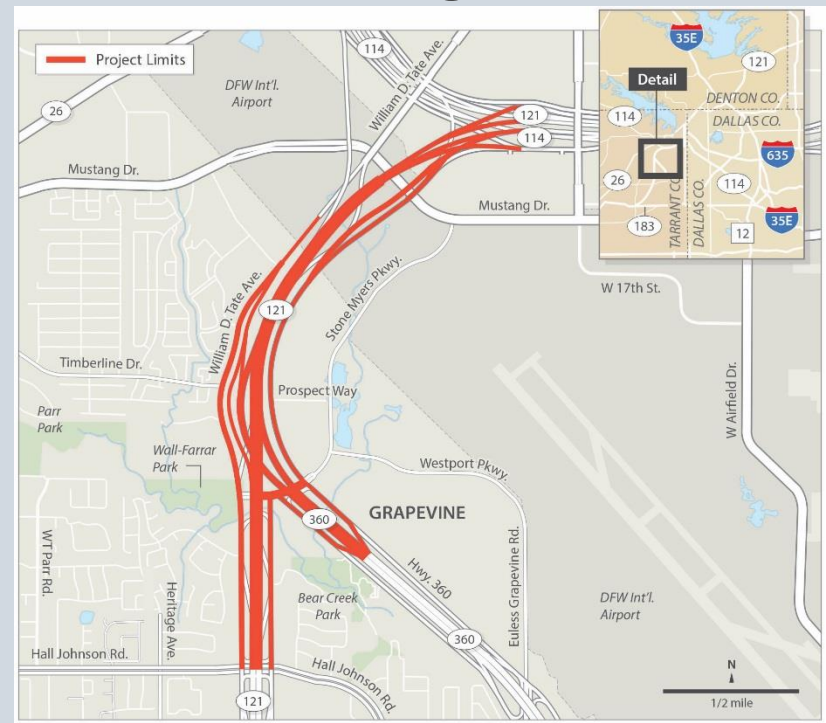
Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

Cost is \$60 million

Revenue:

- \$60 million TxDOT Congestion Relief Program



SH 199 (STAGED)

Project scope includes:

- From north of Western Center Blvd. to south of Nine Mile Road
- Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Road, underpass at Western Center Blvd., and exit/entrance ramps for SH 199

Cost is \$56.5 million

Revenue:

- \$56.5 million TxDOT Congestion Relief Program



IH 820 (STAGED)

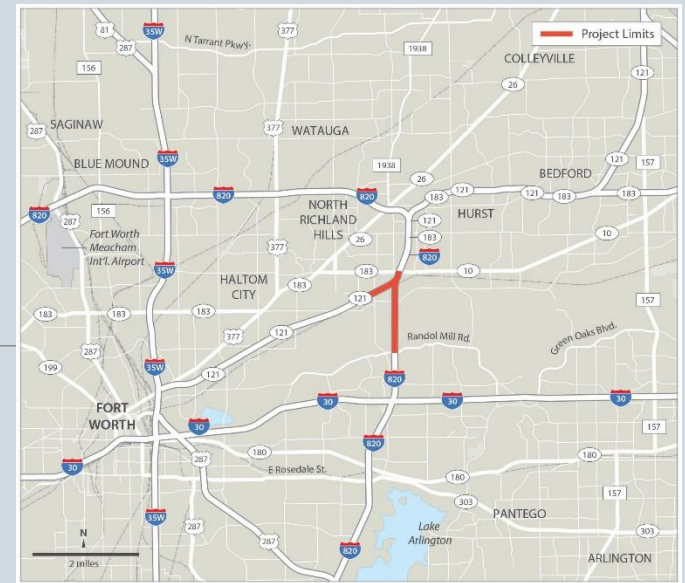
Project scope includes:

- From North of SH 121 to Randol Mill Road
- Widen 4 to 6 main lanes, replace Trinity River bridges, re-beam IH 820 bridges, add eastbound SH 121 to southbound IH 820 direct connectors, and add northbound IH 820 to westbound SH 121 direct connectors

Cost is \$111 million (\$137 million if upper range available)

Revenue:

- \$9.5 million (to \$20.5 million) TxDOT Congestion Relief Program
- \$90 million savings from IH 35W project
- \$11.5 million of TxDOT Bridge funding



EASTERN SUBREGION

IH 35E: SOUTHERN GATEWAY

Project scope includes¹:

- IH 35E from the Horseshoe to US 67, and
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction and deck foundations - \$625.54 million
- Deck park - \$30 million (\$20 million RTC and \$10 million local)

Notes:

¹US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)

²\$133 million from IH 345 savings and \$5.42 million from MPO Revolver

³IH 30 Pass-Through Finance

⁴\$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 ²	25.25 ³	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 ⁴	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
Total	402.72	243.25	10.00

IH 35E: SOUTHERN GATEWAY, CONT'D



IH 35E: LOWEST STEMMONS

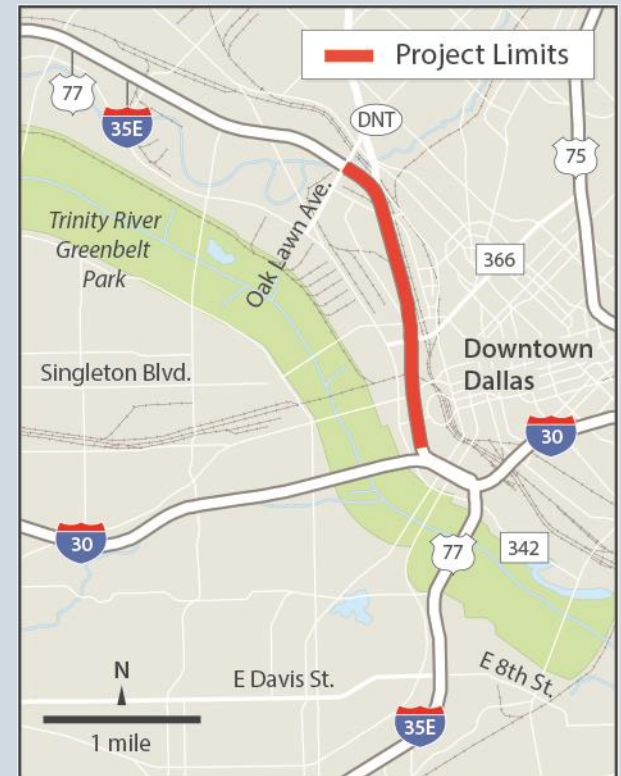
Project scope includes:

- From IH 30 to North of Oak Lawn
- Construct 4/6 collector distributor lanes and reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)

Cost is \$100 million

Revenue:

- \$20 million of TxDOT Congestion Relief Program (up to \$100 million if higher end of range is received)
- \$80 million of Proposition 1



SUPPLEMENTAL PROJECTS

Proposed supplemental projects will be discussed in Item 6.

POTENTIAL TxDOT GUIDING PRINCIPLES

The use of tolling should scale back in proportion to the Legislature's ability to identify revenue to meet the congestion funding needs of metropolitan areas

Tolls should only be used in large metropolitan areas trying to address rapid population growth and only with the support of local elected officials

Tolled managed lanes projects being built in phases (e.g., Midtown Express: SH 183, 35Express) need to have and ability to be completed