

## Quick Take

### What:

**TEXpress Lanes:** New permanent managed lanes that offer mobility options within existing freeway corridors and transitioned express/HOV lanes. The tolled managed lane system, including the transitioned express/HOV lanes, will be known as the TEXpress Lane System.

### Significance:

These changes provide better reliability for all drivers, including motorists who choose to pay to bypass the congestion in adjacent general-purpose lanes.

### Location:

New permanent managed lanes opened in fall 2013 with the introduction of the first phase of LBJ Express. In 2014, the DFW Connector TEXpress Lanes opened along with the second phase of LBJ Express. Additional lanes opened along the North Tarrant Express in late 2014.

LBJ Express was completed in September 2015. This project included reconstructed general-purpose lanes and fully reconstructed frontage roads, in addition to the TEXpress Lanes.

## Managed Lanes Will Help You Get There

Dallas-Fort Worth is consistently one of the most congested regions in the country, but changes are being made that will help commuters reach the office or shoppers beat the crowds to the stores. Three highway corridors – the North Tarrant Express, DFW connector and LBJ Express – have been rebuilt with both traditional and innovative travel options. Not only are drivers able to use the newly reconstructed roads, but they have a choice between non-tolled general-purpose and tolled managed lanes, also called TEXpress Lanes. The same number or more non-tolled general-purpose lanes exist in each corridor. If motorists face traffic congestion in the general-purpose lanes, they can enter the TEXpress Lanes and reach their destination sooner. The last piece of the LBJ Express project, the most recent to offer TEXpress Lanes, opened in September 2015.



### How do they work?

The Regional Transportation Council, the 44-member transportation policymaking body for the Dallas-Fort Worth region, has adopted policies to help define the operational characteristics of TEXpress Lanes and transitioned express/HOV facilities.

TEXpress Lanes initially operate under a fixed-fee schedule for at least the first six months. Congestion-management pricing is implemented thereafter, allowing the toll rate to fluctuate throughout the day in order to maintain a minimum 50-mph speed. Toll rates also vary by vehicle type based on the table below. The minimum speeds are achieved by adjusting tolls based on demand.

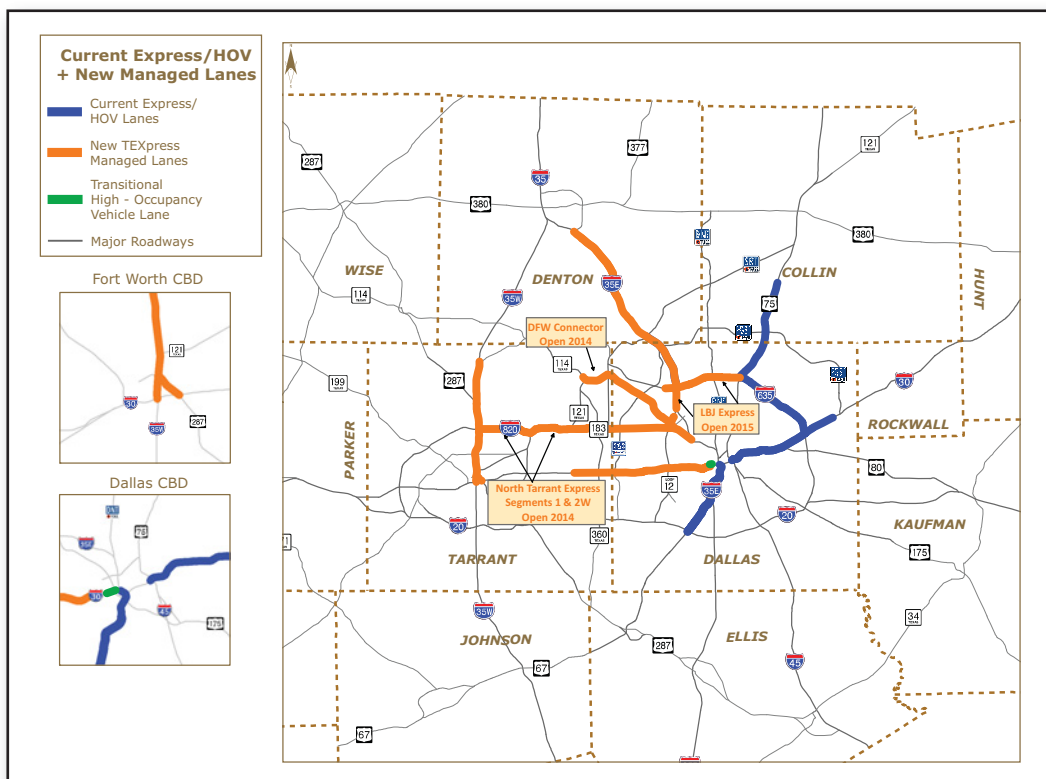
	TEXpress Lanes		Express/HOV Lanes
	Peak Period *	Off-Peak Period	Peak & Off-Peak Period
HOV	50% discount	Posted rate	No toll
SOV	Posted rate	Posted rate	Posted rate
Trucks	Varies **	Varies **	Not allowed
Motorcycles	50% discount	Posted rate	No toll
Transit Vehicles	No toll	No toll	No toll

\* Morning peak – 6:30-9:00 am; afternoon peak – 3:00-6:30 pm

\*\* The toll rate for trucks, buses and vehicles with trailers will increase based on shape and size or axle count.

On TEXpress Lanes, registered HOV-eligible vehicles pay half of the rate during morning and afternoon **peak** periods and the full rate during **off-peak** periods of travel. HOV drivers can register their vehicle and schedule their TEXpress Lanes trips on the **Drive On TEXpress** website or mobile app. HOV status may also be activated or canceled via text message. The app is available for free in the App Store or Google Play Store. Additional information is available at [DriveOnTEXpress.com](http://DriveOnTEXpress.com).

## Near Term Express/HOV and Tolled Managed Lane System



TEXpress Lanes are operating in several corridors in the Dallas-Fort Worth area as a means of providing more reliability for motorists. Roadways that include these tolled managed lanes or will in the future are outlined in orange.

In addition to the projects that have opened, portions of Interstate Highways 35W and 35E are being reconstructed and will add TEXpress Lanes in the coming years. The northern section of IH 35W, between State Highway 183 and US Highway 287, is scheduled to open in 2016. The southern portion, between downtown Fort Worth and State Highway 183, could open in 2018. The IH 35E project is scheduled to be completed in 2017.

### How have they evolved?

The HOV system was the first phase of developing a regional framework of facilities actively managed to maximize mobility, improve air quality and offer more reliable and consistent travel-time expectations. The TEXpress Lane System will further improve mobility by allowing rates to change based on vehicle occupancy, time of day and level of congestion.

### Who owns the roadways?

All the TEXpress and express/HOV lanes are owned by the Texas Department of Transportation (TxDOT). LBJ Express and NTE were built with comprehensive development agreements, meaning they are managed by private companies and owned by TxDOT. The DFW Connector is a design-build project. Both methods allow one company to bid for design and construction portions of a job, expediting construction.



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