

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)

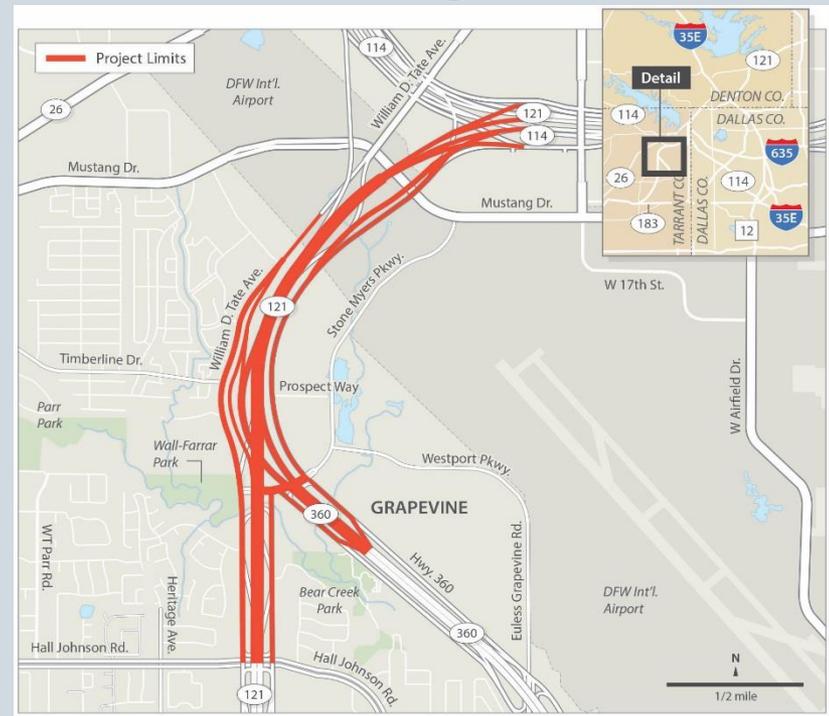
Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

Cost is \$60 million

Revenue:

- \$60 million TxDOT Congestion Relief Program



SH 199 (STAGED)

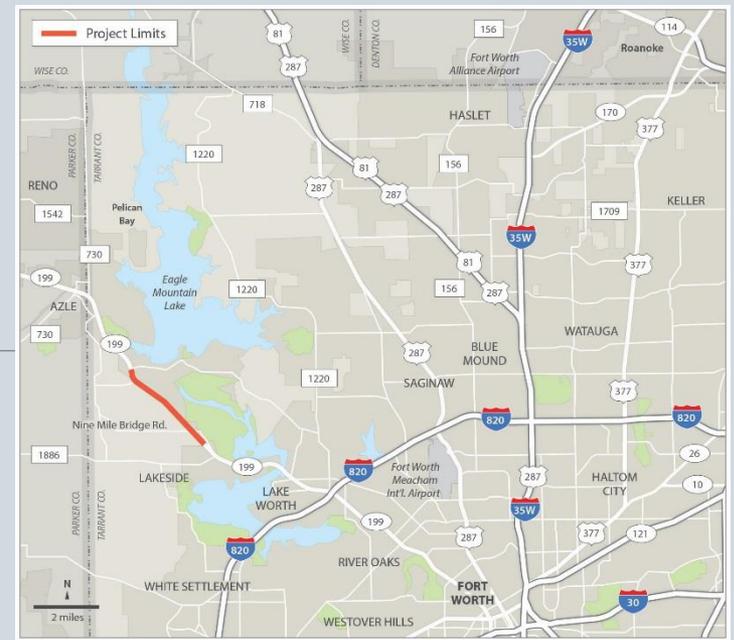
Project scope includes:

- 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)

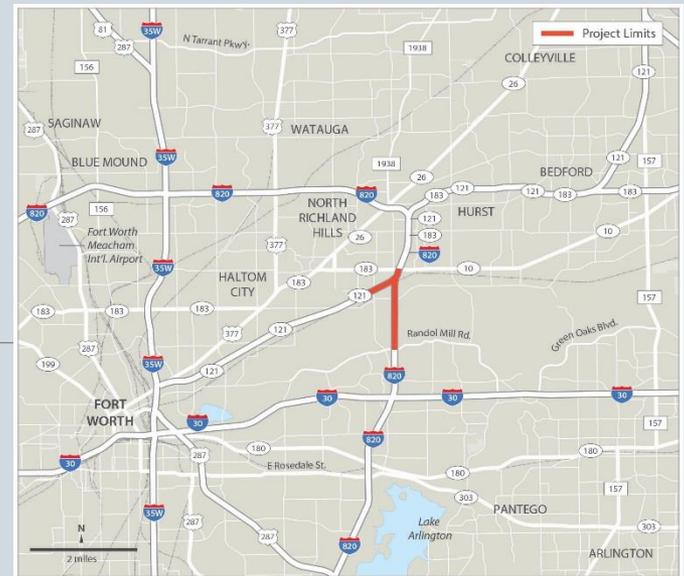
Project scope includes:

- 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)

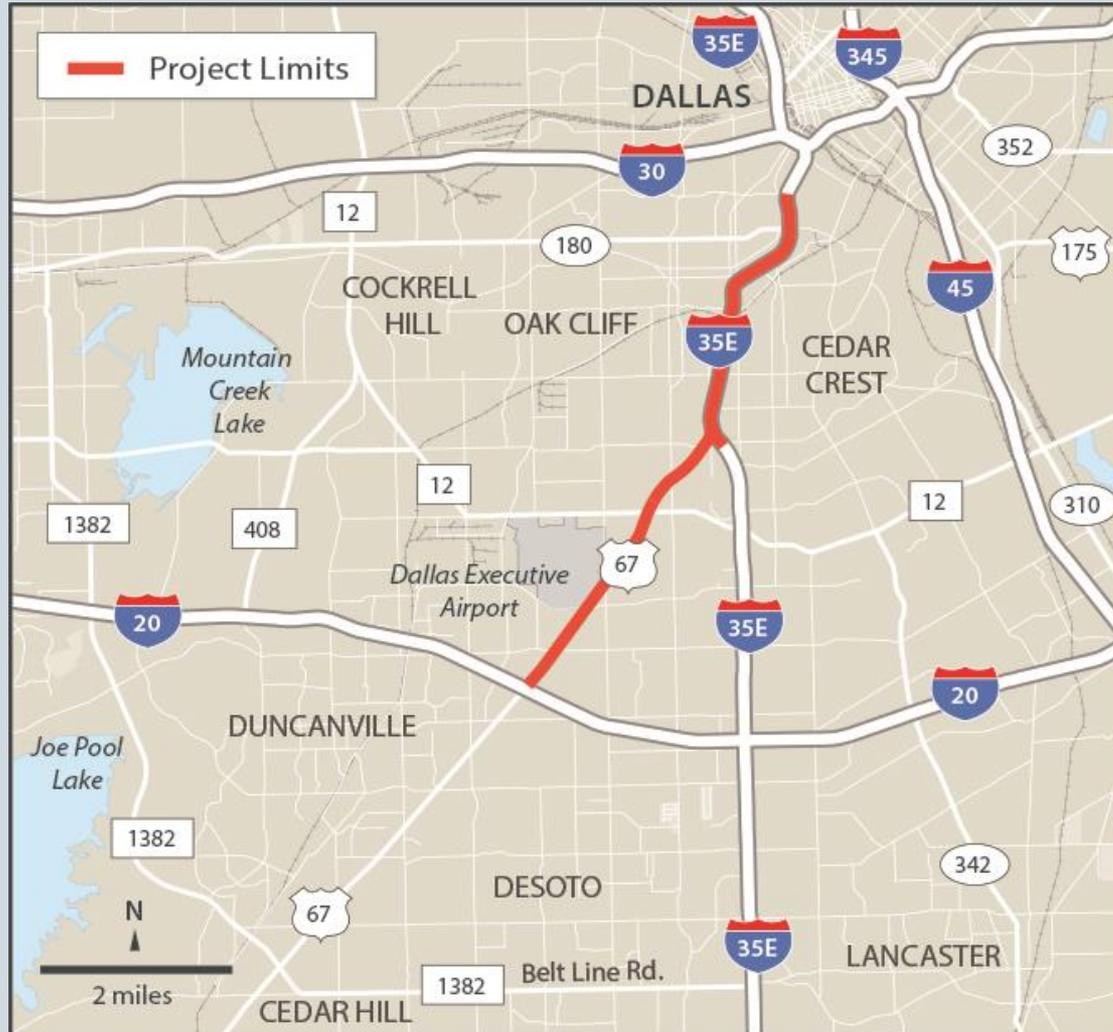
²\$133 million from IH 345 savings and \$5.42 million from MPO Revolver

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

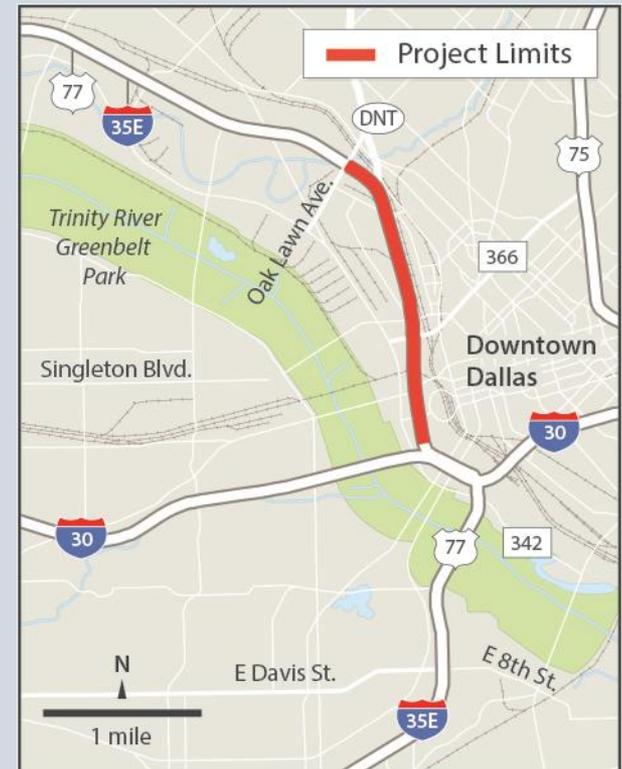
Project scope includes:

- 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



The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown, AICP

January 14, 2016

Mobility 2040 Guiding Principles

- Conduct comprehensive corridor evaluations
- Reevaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$37.4
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$34.9
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$126.6*

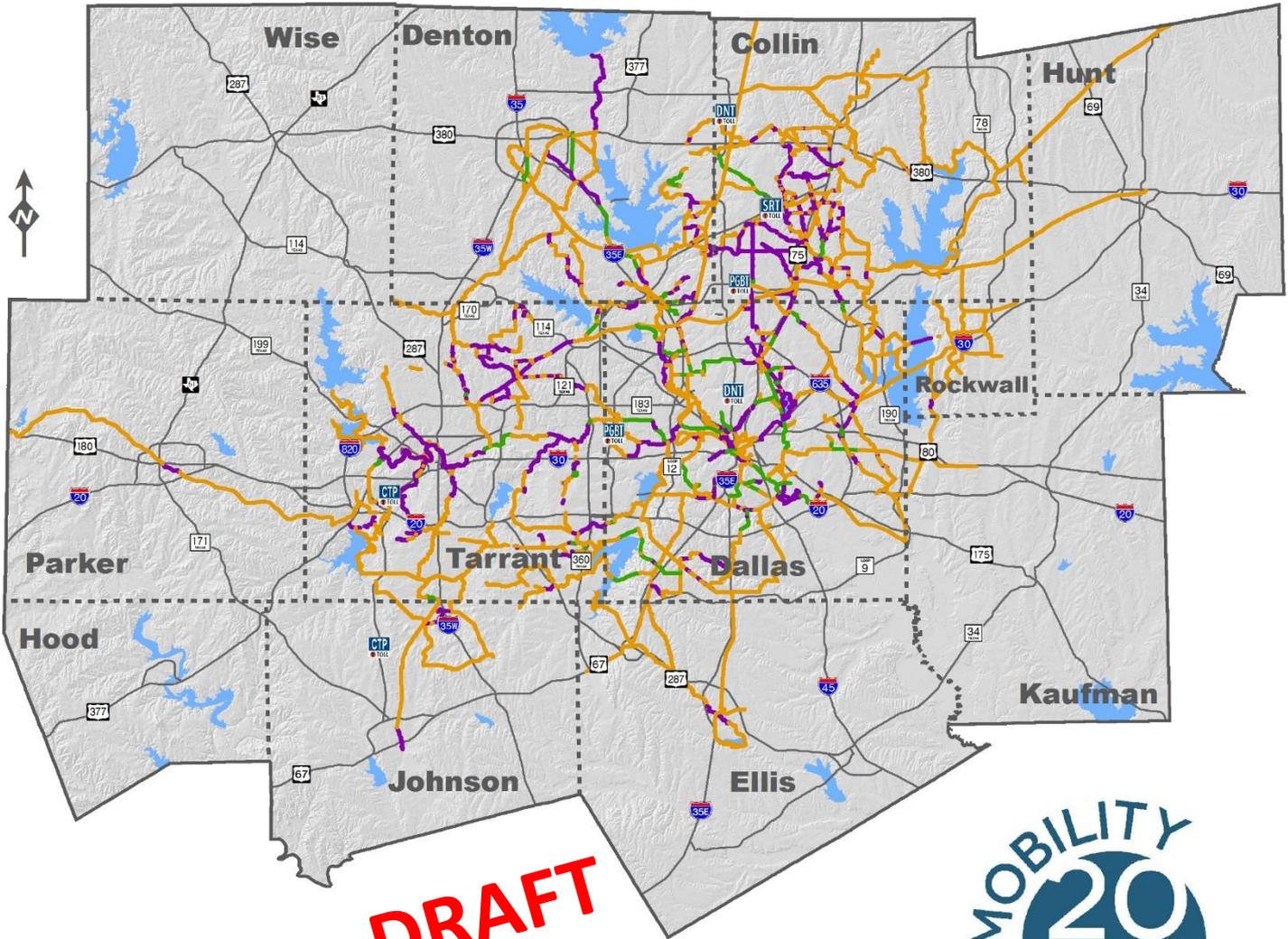
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*Actual dollars, in billions. Values may not sum due to independent rounding.

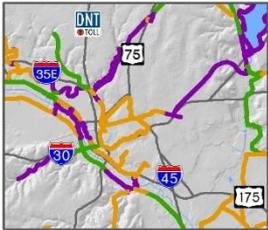
Regional Veloweb

Facility Status

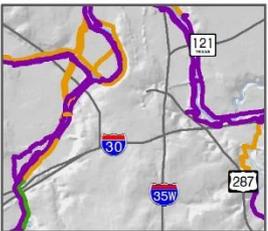
- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD



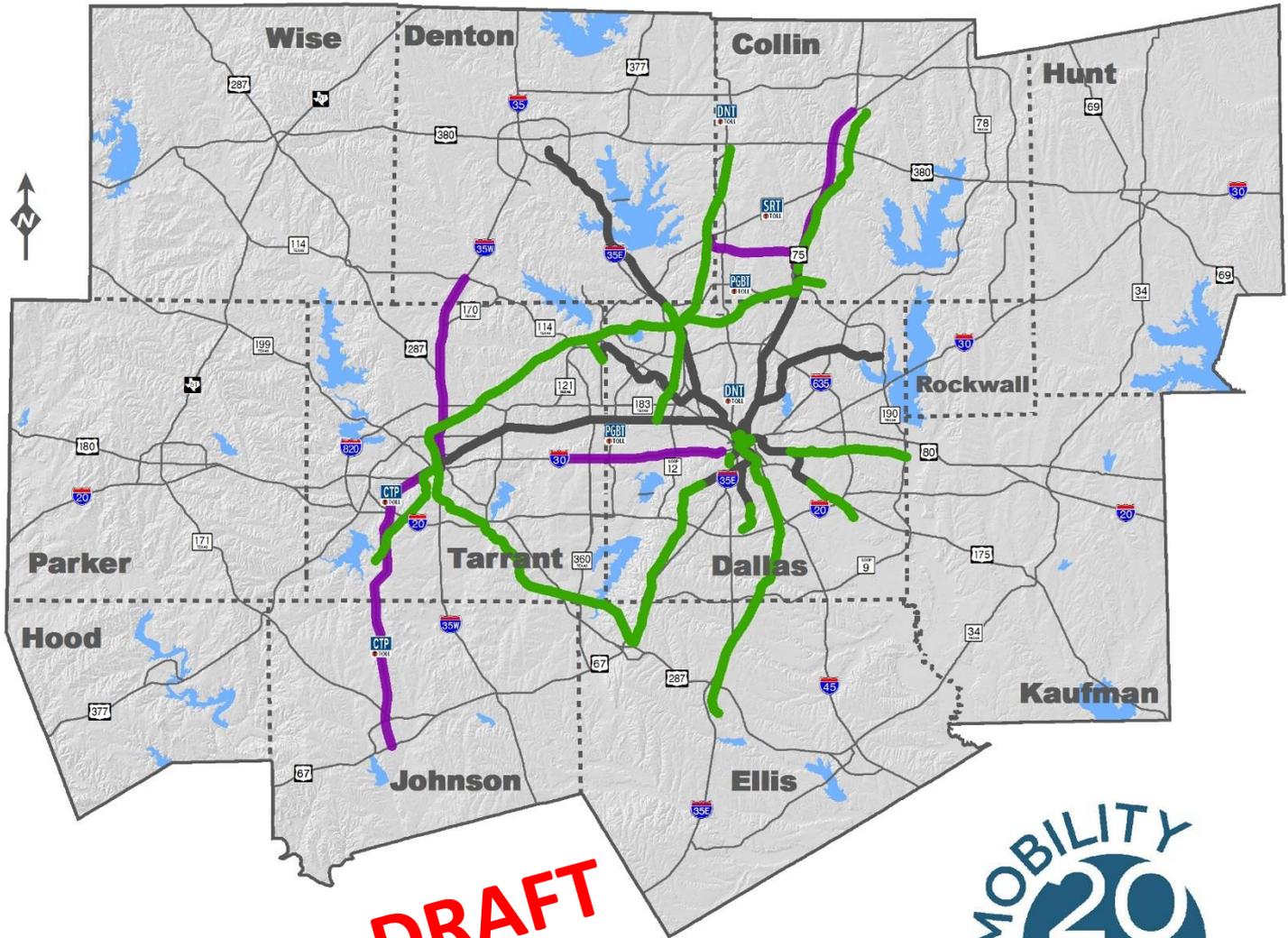
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REGION OF CHOICE

Major Transit Corridor Recommendations

-  Recommended Rail
-  Recommended High-Intensity Bus
-  Existing Rail
-  Major Roadways



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Cotton Belt Corridor Public Input

At the December 10 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of DFW Airport.

The RTC requested public input on:

- Bus or rail options on the Cotton Belt corridor including interim or long-term implementation

- The need for seamless connections (e.g. one-seat ride) between TEX Rail west of the airport and the Cotton Belt corridor east of the airport

Cotton Belt Corridor Public Input

Public feedback to date from December public meetings is provided as Electronic Item 3.4.

Support was expressed for seamless connections policy.

Comments showed local support for pursuing a rail solution in the Cotton Belt Corridor. Feedback in support of rail included:

- Attracting more riders than bus service
- Reducing emissions
- Strengthening economic development potential
- Improving DFW Airport's international competitiveness
- Enhancing ridership on TEX Rail

Cotton Belt Corridor Proposed Recommendations

Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)”

Regional Rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail

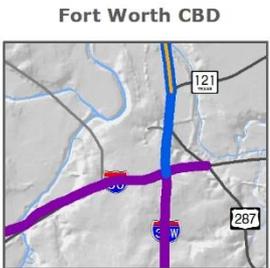
Expedite project delivery to include in “Ten-Year Plan”

If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase



Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolloed Managed Lanes
-  New or Additional Tolloed Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways



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REGION OF CHOICE

Southern Gateway General Consensus (Near Term)

- Make improvements on US 67 to aid Southwest Center redevelopment
- Need for a 5-2Reversible-5 lane configuration north of US 67
- Reconfigure and widen US 67 north of IH 20 to 3-1Reversible-3
- Widen US 67 south of IH 20 to 3-3
- No toll components
- Stage construct at \$650 million
- Build pedestrian cap north of Dallas Zoo
- Importance of connectivity to Lowest Stemmons

LBJ East General Consensus

- Build tolled managed lanes west of Royal/Miller
- Expedite committed noise wall construction (January 2016 RTC)
- Advance Skillman/Audelia construction (2016 ROW, 2017 construction)
- Need for a 5-2-2-5 lane configuration
- The elevated managed lanes section should not be evaluated further
- The depressed section east of Royal/Miller Road should only be evaluated to save right-of-way (ROW) in small section
- Continue to investigate opportunities to reduce ROW impacts, particularly east of Royal/Miller
- The design will include continuous frontage roads and improved interchanges throughout the corridor
- Phase IH 30 interchange if Prop. 7 allocations are less than expected

US 75 General Consensus

- Complete construction in Allen area
- Complete bottleneck improvement at PGBT/15th Street and remove pylons to allow for general traffic to use the HOV lane as part of immediate construction project

Phase 1

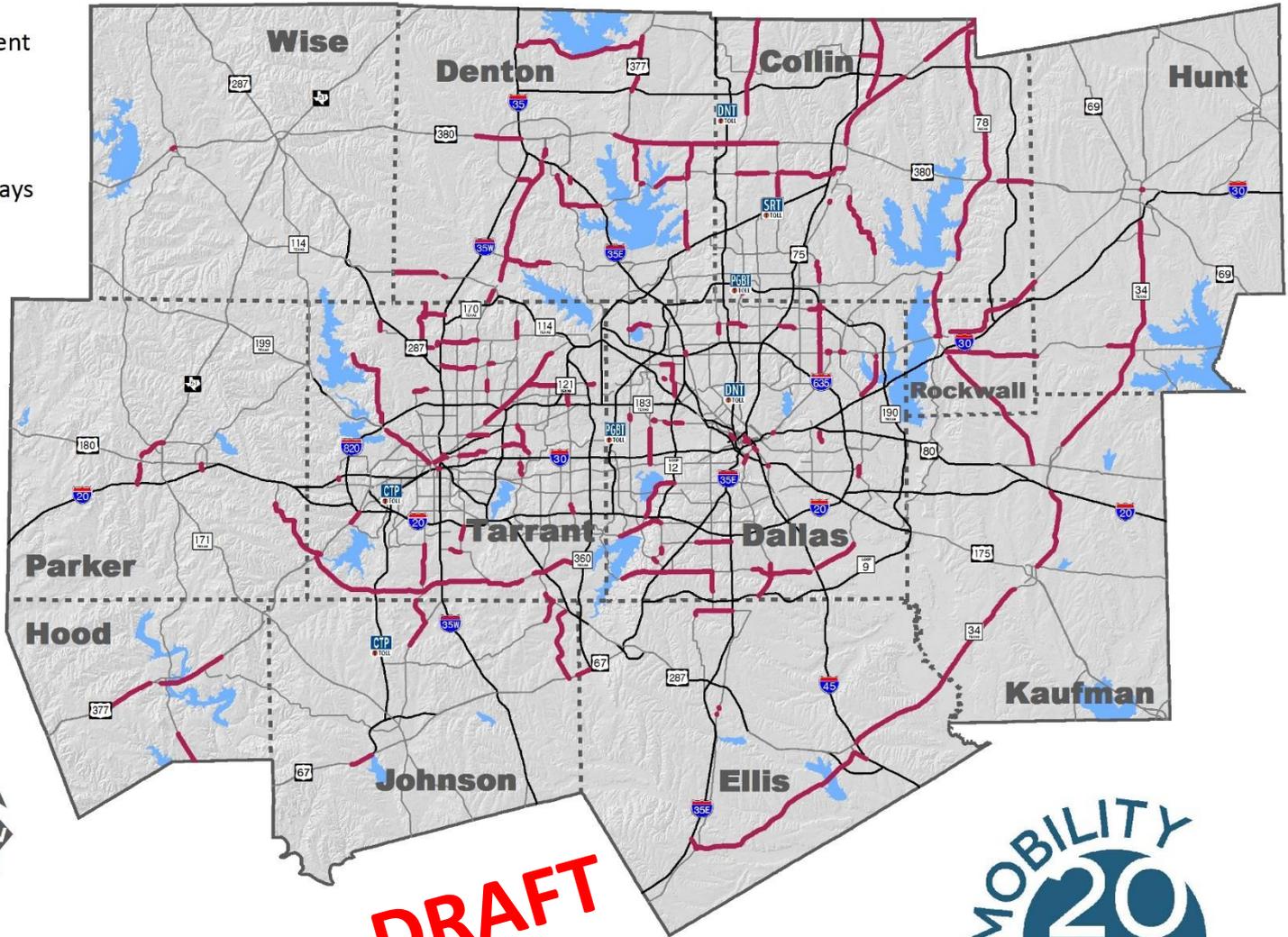
- Close current HOV lane and remove pylons to convert back to shoulder
- Implement peak period shoulder use similar to SH 161
- Utilize shoulder for off-peak non-recurring congestion events managed through multi-agency task force including first responders

Phase 2

Continue to review options for ultimate US 75 improvements

Funded Major Arterial Improvements

-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



REGION OF CHOICE

Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



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REGION OF CHOICE

Dallas Corridors for Further Study

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2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Latest Planning Assumptions

Motor Vehicle Emission Budgets*:

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

Analysis Years: 2017, 2027, 2037, and 2040

Preliminary Results for 2017:

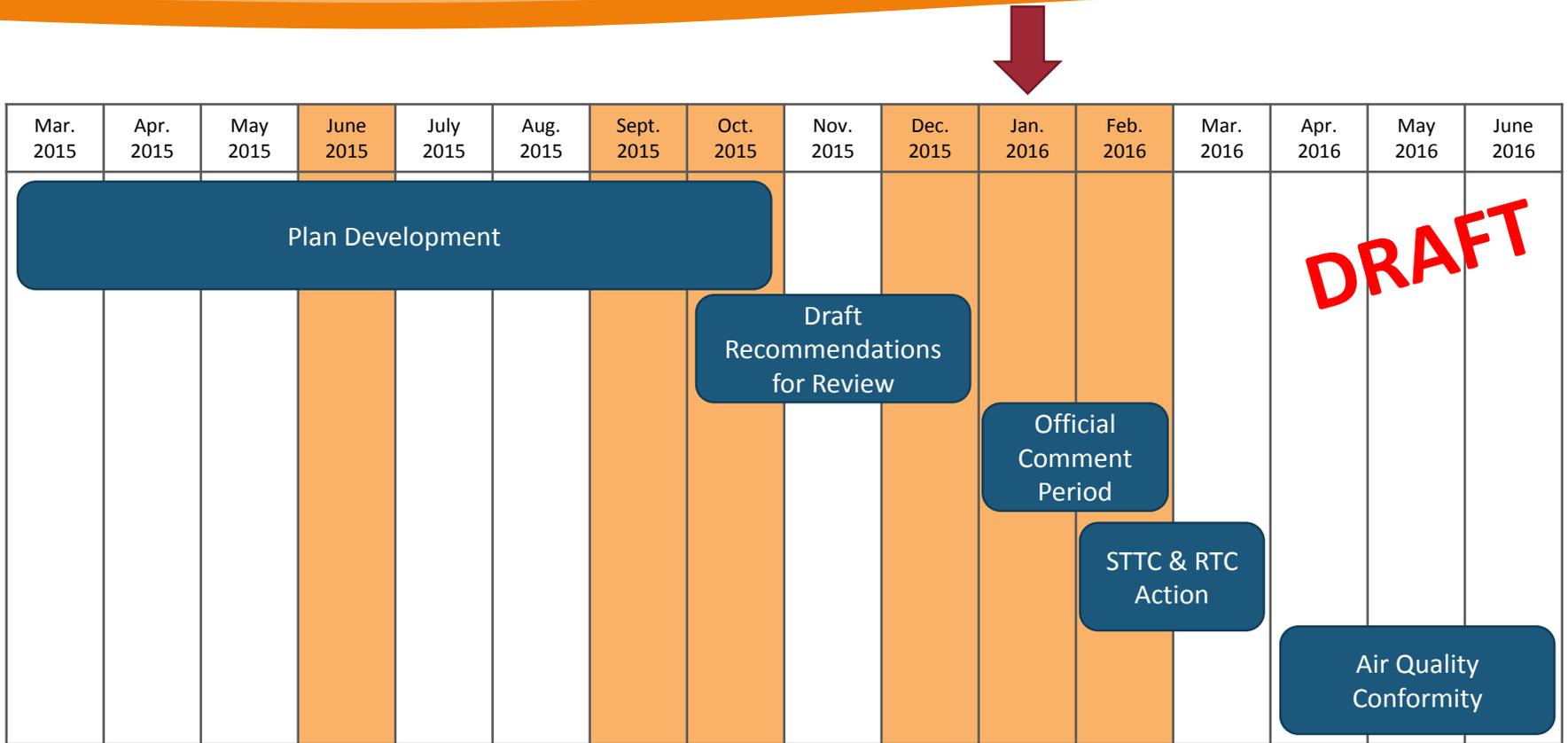
NO_x: 122.02 tons/day

VOC: 62.38 tons/day

Results not including RTC initiatives

* Contained in the Dallas-Fort Worth 2008 8-Hour Ozone Reasonable Further Progress State Implementation Plan. Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

Schedule



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.

Contact Information

To find out more about Mobility 2040:

www.nctcog.org/mobility2040

email questions or comments to:

mobilityplan@nctcog.org

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EASTERN SUBREGION SUPPLEMENTAL PROJECTS

REGIONAL TRANSPORTATION COUNCIL

January 14, 2016

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion	Eastern Subregion (Previously Presented Priorities)
SH 121/SH 360 Interchange (staged)	IH 35E Southern Gateway (IH 35E and US 67) Lowest Stemmons (IH 35E)
SH 199 (staged)	SUPPLEMENTAL PROJECTS:
IH 820 (from SH 121 to Randol Mill, staged)	IH 635 East Noise Walls Skillman/Audelia
	US 75 (Peak Hour Shoulder Use)

IH 635 EAST

Project scope includes:

- Tolled Managed Lanes from US 75 to Miller
- Gas tax supported lanes from Miller to IH 30
- Split out LBJ Noise Walls for implementation now (see next slide)
- IH 30 at IH 635 Interchange may be split out as a separate project depending on Proposition 7 funding levels

Cost is \$1.300 billion (including interchange at IH 30)

Revenue:

- \$500 million of toll bonds
- \$500 million - \$800 million Proposition 7

LBJ NOISE WALLS

Project scope includes:

- Noise walls from east of Greenville Avenue to IH 30
- Project to be implemented in 2016

Cost is \$31 million

Revenue:

- \$31 million RTR
- Source of RTR funds is savings from the LBJ backstop on the LBJ Express project

IH 635 AT SKILLMAN/AUDELIA

Project scope includes:

- Interchange improvements

Cost is \$65 million

Revenue:

- \$60.623 million of Proposition 1
- \$4.377 million of Category 12 funds (as a result of the MPO Revolver Swap)

US 75, PHASE 1

Project scope includes:

- Use of shoulders during peak hours only
- From IH 635 to the north

Cost is \$40 million

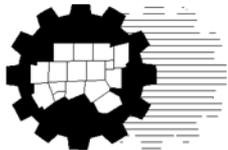
Revenue:

- \$40 million of Surface Transportation Program – Metropolitan Mobility (STP-MM) funding

TIMELINE

RTC Initial Action	January 2016
TxDOT Public Hearing	January 2016
NCTCOG Public Meetings	January 2016
STTC Action	January 2016
RTC Action	February 2016

Managed Lane Auto-Occupancy Detection Procurement



North Central Texas
Council of Governments
Transportation Department

Regional Transportation Council

January 14, 2016

Ken Kirkpatrick, Counsel for Transportation

Managed Lane Auto-Occupancy Detection Equipment Procurement

Joint TxDOT/RTC Initiative to Procure Technology Solution

RTC Policy

HOV Discount of 50% During Peak Period for HOV 2+

**Current: Manual Enforcement of HOV Discount With
Technology Support**

Future: Utilize More Advanced Technology Over Time

Automated occupancy verification, seamless to user

Managed Lane Auto-Occupancy Detection Equipment Procurement

TxDOT Cancelled Auto-Occupancy Detection Procurement (November)

No Award was Made

Technology Exists that Meets Spirit of RTC Policy

TxDOT Recommends Procurement Be Refined and Reissued

TxDOT Requesting RTC Staff Lead Procurement with TxDOT Support

Increase Competition and Lower Cost

Potential for National Interest

Next Steps:

Formal TxDOT Request, Refine and Reissue Procurement