

AGENDA

**Regional Transportation Council
Thursday, April 19, 2018
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:00 – 2:30** 1. **IH 635 East Phase 3: Proposed Partnership Tolling Certain Hours of the Day**
- Action Possible Action Information Minutes: 90
- Presenter: Michael Morris, NCTCOG
- Item Summary: Staff and Regional Transportation Council (RTC) Chair Rob Franke will update RTC members on the latest progress on IH 635 East Phase 3. Closing the funding gap and developing transparency have been accomplished. The remaining consensus item pertains to the tolled express lanes. Action will be requested on a proposal to the Texas Transportation Commission that the IH 635 East project proceed to procurement from US 75 to and including the IH 30 Interchange.
- Background: Funding for IH 635 East has been discussed regularly over the past several months. Regional Transportation Council (RTC) members and staff attended the January 25, 2018, Texas Transportation Commission meeting to present the importance of the IH 635 East project proceeding to procurement. The following items lay out the recommendation to advance IH 635 East as soon as possible:
- [Electronic Item 1.1](#) contains proposed correspondence and an RTC resolution outlining the RTC's action
 - [Electronic Item 1.2](#) contains potential options to close the funding gap for the project
 - [Electronic Item 1.3](#) identifies the legal/risk assessment for each option
 - [Electronic Item 1.4](#) contains a graphic representation of the options
 - [Electronic Item 1.5](#) contains a copy of RTC Policy P17-01
 - [Electronic Item 1.6](#) provides additional details and the specific recommendations
 - [Electronic Item 1.7](#) is correspondence from the Governor of Texas
- This level of detail provides transparency into the process resulting in the recommendation contained in [Electronic Item 1.1](#) and [Electronic Item 1.6](#).
- Performance Measure(s) Addressed:
- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ
2. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, May 10, 2018, at the North Central Texas Council of Governments.**

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The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

April 19, 2018

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Chairman Bugg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, this letter transmits three items you requested related to IH 635 East Phase 3. You requested that we close the funding gap on IH 635, create a transparent process in our decision making, and examine a path forward that could build the project without tolls.

We are suggesting that the Texas Transportation Commission proceed with a design-build procurement on IH 635 East Phase 3 from US 75 to and including the IH 30 Interchange. This will include all frontage roads, main lanes, interchanges, and express lanes consistent with congestion pricing and funding for selected hours of the day. A draft RTC resolution and supporting materials are enclosed.

We appreciate your leadership and will continue to work with you to implement this critical transportation project. We thank you for the hard work on the part of all parties between the April 12, 2018, and the April 19, 2018, RTC meeting. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

AW:al
Enclosures

cc: Members of the Texas Transportation Commission
James Bass, Executive Director, TxDOT
Marc D. Williams, P.E., Deputy Executive Director, TxDOT
Kelly Selman, P.E., District Engineer, TxDOT Dallas District
Michael Morris, P.E., Director of Transportation, NCTCOG

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**RESOLUTION REQUESTING THE TEXAS TRANSPORTATION COMMISSION TO
AUTHORIZE A PROCUREMENT FOR THE IH 635 EAST PROJECT FROM US 75 TO IH 30
(R18-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, IH 635 from US 75 to IH 30 (IH 635 East) is the RTC's highest priority project in the eastern subregion of the Dallas-Fort Worth Metropolitan Area; and the Cities of Dallas, Garland, and Mesquite; business and community stakeholders; and citizens that live in or travel through the corridor have expressed strong support in expediting improvements in the corridor for congestion relief, safety, air quality, economic development, and quality of life reasons; and,

WHEREAS, IH 635 East from US 75 to IH 30 currently operates with four general purpose lanes in each direction, discontinuous frontage roads, and a tolled managed lane in each direction; and,

WHEREAS, in 2008, IH 635 East was restriped to add a high-occupancy vehicle (HOV) lane in each direction from US 75 to north of IH 30, and in 2016 these lanes were converted to tolled managed lanes to allow single-occupant vehicles to pay a toll to use the lanes with both of these improvements being funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and,

WHEREAS, in March 2016, the RTC approved Mobility 2040: The Metropolitan Transportation Plan for North Central Texas (Mobility 2040) which identifies the need for improvements to IH 635 from US 75 to IH 30, including the expansion of the general purpose lanes to five lanes in each direction, reconfiguration of interchanges at arterial streets (e.g., Skillman/Audelia), continuous frontage roads, and two tolled managed lanes in each direction from US 75 to Royal Lane/Miller Road with a cost of approximately \$1.8 billion; and,

WHEREAS, the tolled managed lane component of the IH 635 East corridor is one of the management strategies identified through the federally required Congestion Management Process in order to add significant single-occupant vehicle capacity in the corridor; and,

WHEREAS, the RTC is currently in the process of updating the Metropolitan Transportation Plan for the 2045 horizon year (Mobility 2045), including recommending needed improvements to IH 635 East; and,

WHEREAS, the IH 635 East Environmental Assessment was approved by the Federal Highway Administration in 2003 and a subsequent reevaluation for the project, consistent with the recommendations in Mobility 2040, was completed and approved by the Texas Department of Transportation (TxDOT) in April 2017; and,

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WHEREAS, the State Implementation Plan for Air Quality (SIP) identifies a portion of the HOV/tolled managed lane on IH 635 (Coit Road to Greenville Avenue) as a transportation control measure commitment (TCM); and,

WHEREAS, in October 2017, the RTC approved Policy P17-01 to support the expediting of IH 635 East from US 75 to and including the IH 30 Interchange; expressing its desire to complete the project in its entirety through tax-supported general purpose lanes and frontage roads with dynamically priced managed lanes for the entire corridor; with toll revenue to remain with the public sector for debt service, operations, maintenance, and congestion management and optional off-peak and weekend tolling (IH 635 East project); and,

WHEREAS, in December 2017, the Texas Transportation Commission (TTC) approved updates to the 2018 Unified Transportation Program and removed funding for the tolled managed lane components of IH 635 East; and,

WHEREAS, in January 2018, the Chair of the TTC requested RTC staff work jointly with TxDOT staff to develop 1) a funding plan to address the approximately \$1.0 billion funding gap and 2) a transparent process to identify the necessary steps to proceed with IH 635 East; and,

WHEREAS, staff has developed options to fully fund the project with a risk assessment of each option for consideration by the RTC.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The RTC finds that there is strong support by the cities, businesses, and citizens in and along the corridor for the IH 635 East project to proceed to construction in its entirety to minimize the length of construction impacts.
- Section 2.** The RTC finds that federal Congestion Mitigation and Air Quality Improvement Program funds were used to fund the original HOV lane and later the HOV/tolled managed lanes which are currently operated on IH 635 from US 75 to IH 30, and that there is no existing federal authority that authorizes repayment of the CMAQ funds if the original purpose of the project is discontinued.
- Section 3.** The RTC finds that the HOV TCM commitment in the State Implementation Plan for Air Quality should be maintained and continue to be operated in the IH 635 East corridor.
- Section 4.** The RTC finds that a tolled managed lane component of the IH 635 East project is one of the management strategies identified through the federally required Congestion Management Process in order to add significant single-occupant vehicle capacity in the corridor.
- Section 5.** The RTC finds that the IH 635 East project should include tolled managed lanes from US 75 to IH 30 with the public sector retaining the toll revenues for debt service, operations, maintenance, and congestion management to maintain a minimum speed of 50 mph consistent with RTC Policy 17-01. The RTC instructs staff to develop a tolling policy for IH 635 East to minimize tolling for these purposes and create non-tolled hours of operation.

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Section 6. The RTC finds that there are sufficient funding sources, including the use of toll revenues for limited purposes, to fully fund the IH 635 East project without the need to utilize funding allocated to other projects.

Section 7. Based on the findings above, the RTC requests the Texas Transportation Commission initiate the design-build procurement for the IH 635 East project by issuing a Request for Qualifications (RFQ) to design, develop, construct, and potentially maintain the entire project with tolled managed lanes for the following work components:

- (i) five (5) general purpose lanes in each direction;
- (ii) continuous frontage roads in each direction;
- (iii) reconfiguration of interchanges at arterial streets (including Skillman/Audelia);
- (iv) IH 635/IH 30 interchange reconstruction/reconfiguration; and
- (v) two (2) tolled managed lanes in each direction (US 75 to IH 30).

Section 8. The RTC instructs staff to continue including recommended improvements for IH 635 East as described herein in the draft recommendations for Mobility 2045 for public review and comment.

Section 9. The RTC instructs staff to continue refining funding options to implement the IH 635 East project consistent with the principles in this resolution and the implementation of a transportation system.

Section 10. The RTC requests that the Texas Department of Transportation initiate a process to reevaluate the current environmental clearance consistent with the terms of this resolution, contingent upon favorable public review and comment on Mobility 2045.

Section 11. This resolution shall be transmitted to members of the Texas Transportation Commission; the TxDOT Executive Director; the District Engineer of the TxDOT Dallas District; the mayors and city managers of the Cities of Dallas, Garland, and Mesquite; State elected officials in North Central Texas; the Congressional delegation from North Central Texas; and the Lieutenant Governor and Governor of the State of Texas.

Section 12. This resolution shall be in effect immediately upon its adoption.

Rob Franke, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on April 19, 2018.

Andy Eads, Secretary
Regional Transportation Council
Commissioner, Denton County

Cost and Revenue Elements	\$ in Millions	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10	Option 11	Option 12
		No Build	Express Lane All the Way ¹	No Managed Lanes (At All) ¹	No Managed Lanes (At All) ¹	No Managed Lanes (At All) ¹	Toll Managed Lanes to Royal/Miller, No Managed Lanes Rest of the Way (Staged EIS) ^{2,3}	Toll Managed Lanes to Royal/Miller, No Managed Lanes Rest of the Way (Staged EIS) ^{2,3}	RTC Funds Toll Managed Lanes to Royal/Miller, TxDOT Funds from Royal/Miller to IH 30 ^{2,3}	Lanes to Royal/Miller, Non-tolled Managed Lanes Rest of the Way (Current EIS) ^{2,3}	Toll Managed Lanes the Whole Way (New Mobility Plan) ³	Toll Managed Lanes the Whole Way (New Mobility Plan) ^{3,4}	Toll Managed Lanes the Whole Way (New Mobility Plan) ^{3,4}
Initial Cost:	\$1,800	\$0	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800
Potential Cost Savings:													
Remove Managed Lane Costs	\$200	\$0	\$0	\$200	\$200	\$200	\$135	\$135	\$135	\$0	\$0	\$0	\$0
More Efficient Eastern Section/IH 30 Interchange	\$200	\$0	\$0	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200
Competitive Tension	\$200	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$0	\$200	\$400	\$400	\$400	\$335	\$335	\$335	\$200	\$200	\$200	\$200
Revised Costs	\$1,200	\$0	\$1,600	\$1,400	\$1,400	\$1,400	\$1,465	\$1,465	\$1,465	\$1,600	\$1,600	\$1,600	\$1,600
Existing Funding (per UTP):													
Category 2 (including Skillman/Audelia)	\$100	\$0	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100
Category 4	\$175	\$0	\$175	\$175	\$175	\$175	\$175	\$175	\$0	\$0	\$0	\$0	\$0
Category 12	\$442	\$0	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$200	\$200	\$200
Swap Cat 2 with SH 183 (\$420M available)							\$0	\$0	\$175	\$175	\$420	\$420	\$420
Subtotal	\$717	\$0	\$717	\$717	\$717	\$717	\$717	\$717	\$717	\$717	\$720	\$720	\$720
Potential Revenues:													
Re-add Cat 2 already approved by the RTC (removed by TTC)	\$115	\$0	\$115	\$115	\$115	\$115	\$115	\$115	\$62	\$115	\$115	\$0	\$115
Revenue from Toll Elements (TIFIA)	\$0	\$0	\$0	\$0	\$0	\$0	\$125	\$125	\$125	\$125	\$350	\$0	\$265
Federal INFRA	\$165	\$0	\$0	\$0	\$0	\$0	\$165	\$165	\$165	\$0	\$0	\$165	\$0
PE/ROW Funding	\$200	\$0	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200
Reprogram Trinity Funding	\$50	\$0	\$50	\$50	\$50	\$50	\$43	\$50	\$50	\$50	\$15	\$0	\$0
Add CMAQ Funding	\$100	\$0	\$100	\$100	\$18	\$0	\$100	\$100	\$100	\$0	\$100	\$100	\$0
Additional Revenue from 10 Year Plan (2019 UTP, 10th Year)	\$150	\$0	\$150	\$156	\$0	\$68	\$0	\$158	\$46	\$93	\$100	\$0	\$0
Pass Through/Unsolicited Proposal (repay with post-2028 funding)												\$415	\$0
Subtotal	\$780	\$0	\$615	\$621	\$383	\$383	\$748	\$748	\$748	\$583	\$880	\$880	\$580
Total Funds Thus Far	\$1,497	\$0	\$1,332	\$1,338	\$1,100	\$1,100	\$1,465	\$1,465	\$1,465	\$1,300	\$1,600	\$1,600	\$1,300
Category 12 Funds from TTC													
Request of Category 12 Clear Lanes "Soft Match" Formula Allocation ⁵	\$300	\$0	\$0	\$0	\$300	\$300	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Total Without Collateral	\$1,797	\$0	\$1,332	\$1,338	\$1,400	\$1,400	\$1,465	\$1,465	\$1,465	\$1,600	\$1,600	\$1,600	\$1,600
Other:													
Collateral Projects													
IH 30 from Bass Pro Drive to Dalrock Road	\$128	\$0	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IH 35E from IH 635 to Denton Co Line	\$262	\$0	\$262	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
US 80 East of Town East Blvd	\$263	\$0	\$263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$653	\$0	\$653	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revised Funding Total	\$2,150	\$0	\$1,985	\$1,400	\$1,400	\$1,400	\$1,465	\$1,465	\$1,465	\$1,600	\$1,600	\$1,600	\$1,600
Funding Gap/Surplus		\$0	\$385	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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Notes:
 1 Category 12 Clear Lanes project from US 75 to IH 30
 2 Category 12 Clear Lanes project from Royal/Miller to IH 30
 3 Category 12 funds only proposed for non-tolled sections
 4 Tolling according to new RTC P17-01 Policy
 5 "Soft Match" remains in the region if not used on IH 635

				Family 1	Family 2	Family 3	Family 4	Family 5	Family 6
Plan, Program, Policy or Action	Potential Areas of Risk	Type of Risk	Potential Risk Mitigation	No Build	Express Lane All the Way	No Managed Lanes (At All)	Toll Managed Lanes to Royal/Miller, No Managed Lanes Rest of the Way (Staged EIS)	Toll Managed Lanes to Royal/Miller, Non-tolled Managed Lanes Rest of the Way (Current EIS)	Toll Managed Lanes the Whole Way (New Mobility Plan)
Previous Regional Transportation Council Actions Related to IH 635 East	Recent RTC Actions on IH 635 East: 10-Year Plan Supporting LBJ East with Tolled Managed Lanes (12/2016) RTC Statement in Support of LBJ East Tolled Managed Lanes at TxDOT Public Hearing (1/2017) RTC Policy Position on Advancing LBJ East with Tolled Managed Lanes (10/2017) RTC Correspondence to Lt. Governor (1/2018) Is proposed project consistent with recent action and current policy of the RTC?	Policy	RTC would have to take action contrary to previous positions.	X	X	X	X	X	✓
	Requirement: Projects in the Transportation Improvement Program must be consistent with the Metropolitan Transportation Plan (23 CFR 450.326(i)). Is the proposed project consistent with Mobility 2040?	Legal, Time/Cost	Impractical to update or amend Mobility 2040 at this time.	X	X	X	✓	✓	X
Metropolitan Transportation Plan	Is the project consistent with draft recommendations for Mobility 2045?	Legal, Time/Cost	If RTC-selected option is not consistent with current draft recommendations, additional public involvement may be required depending on timing.	X	X	X	X	X	✓
Congestion Management Process	Requirement: In non-attainment areas over 200,000, federal funds may not be programmed for any project that will result in a significant increase in single-occupant vehicle (SOV) general purpose highway capacity unless the project is addressed through the Congestion Management Process. (23 CFR 450.322(e)) Does the proposed project add significant SOV capacity, and if so, is the project addressed through the Congestion Management Process?	Legal, Time/Cost	RTC-selected option would have to comply with CMP, potentially requiring additional management strategies. Currently identified CMP strategies specific to current EIS (i.e., tolled managed lane) would have to be updated.	N/A	X	X	✓	✓	✓
	Requirement: If the CMP analysis demonstrates that travel demand and operational management strategies cannot fully satisfy the need for additional capacity and additional SOV capacity is warranted, the CMP shall identify all reasonable strategies to manage the SOV facility safely and effectively. (23 CFR 450.322(f)). Does the CMP identify all reasonable strategies to manage the SOV facility safely and effectively?	Legal, Time/Cost	RTC--selected option would have to comply with CMP, potentially requiring additional management strategies. Currently identified CMP strategies specific to current EIS (i.e., tolled managed lane) would have to be updated.	N/A	X	X	✓	✓	✓

				Family 1	Family 2	Family 3	Family 4	Family 5	Family 6
Plan, Program, Policy or Action	Potential Areas of Risk	Type of Risk	Potential Risk Mitigation	No Build	Express Lane All the Way	No Managed Lanes (At All)	Toll Managed Lanes to Royal/Miller, No Managed Lanes Rest of the Way (Staged EIS)	Toll Managed Lanes to Royal/Miller, Non-tolled Managed Lanes Rest of the Way (Current EIS)	Toll Managed Lanes the Whole Way (New Mobility Plan)
Public Participation Requirements	Requirement: Changes to Plans, Programs, Policies require public review and comment through a formal public involvement process, which varies by Plan, Program, Policy, or Action. Is the proposed project expected to receive favorable public comment?	Legal, Time/Cost	RTC-selected option would need to go through public review and comment as part of Mobility 2045 update.	X	X	X	X	X	?
Air Quality Conformity Determination	Requirement: Projects must come from a conforming Metropolitan Transportation Plan and Transportation Improvement Program (40 CFR 90.109). Is the proposed project consistent with the current air quality conformity determination for Mobility 2040 and TIP?	Legal, Time/Cost	RTC-selected option would need to be incorporated into Mobility 2045 for Air Quality Conformity purposes.	X	X	X	✓	✓	X
	Is the proposed project consistent with the air quality conformity determination for Mobility 2045 and TIP?	Legal, Time/Cost	RTC-selected option would need to be incorporated into Mobility 2045 for Air Quality Conformity purposes.	X	X	X	X	X	✓
State Implementation Plan for Air Quality	Requirement: The Metropolitan Transportation Plan and Transportation Improvement Program must provide for the timely implementation of transportation control measures in an application State Implementation Plan (SIP) for Air Quality (40 CFR 93.113(a)) Is the proposed project consistent with current the SIP commitments in the corridor?	Legal, Time/Cost	If RTC-selected option eliminated SIP commitment, a SIP substitution would be required. (Approximately 6-9 month process).	✓	X	X	✓	✓	✓
Environmental Assessment	Requirement: Changed circumstances related to the project may require a determination of whether the existing Finding of No Significant Impact (FONSI) is still valid (43 TAC 2.85) Is the proposed project consistent with the current environmental approval?	Legal, Time/Cost	If RTC-selected option is not consistent with current draft recommendations, additional public involvement may be required depending on timing.	X	X	X	✓	✓	X
Existing HOV/Tolled Managed Lane	Requirement: A condition of the use of federal funding is that the intended purpose of the project be maintained (23 USC 116, and 23 USC 149). An HOV lane funded with federal Congestion Mitigation and Air Quality Program (CMAQ) may be converted to a tolled managed lane consistent with 23 USC 166), but projects adding new capacity for SOV capacity are not eligible for CMAQ funding. Absent federal legislation, there is not existing authority for a State to repay CMAQ funds in such situations. Is the proposed project consistent with original intended purpose of CMAQ funded HOV and Tolled Managed Lane?	Legal, Time/Cost	If RTC--selected option eliminated HOV/tolled managed lane, federal legislation would be required to eliminate continuing CMAQ obligation.	✓	X	X	X	X	✓

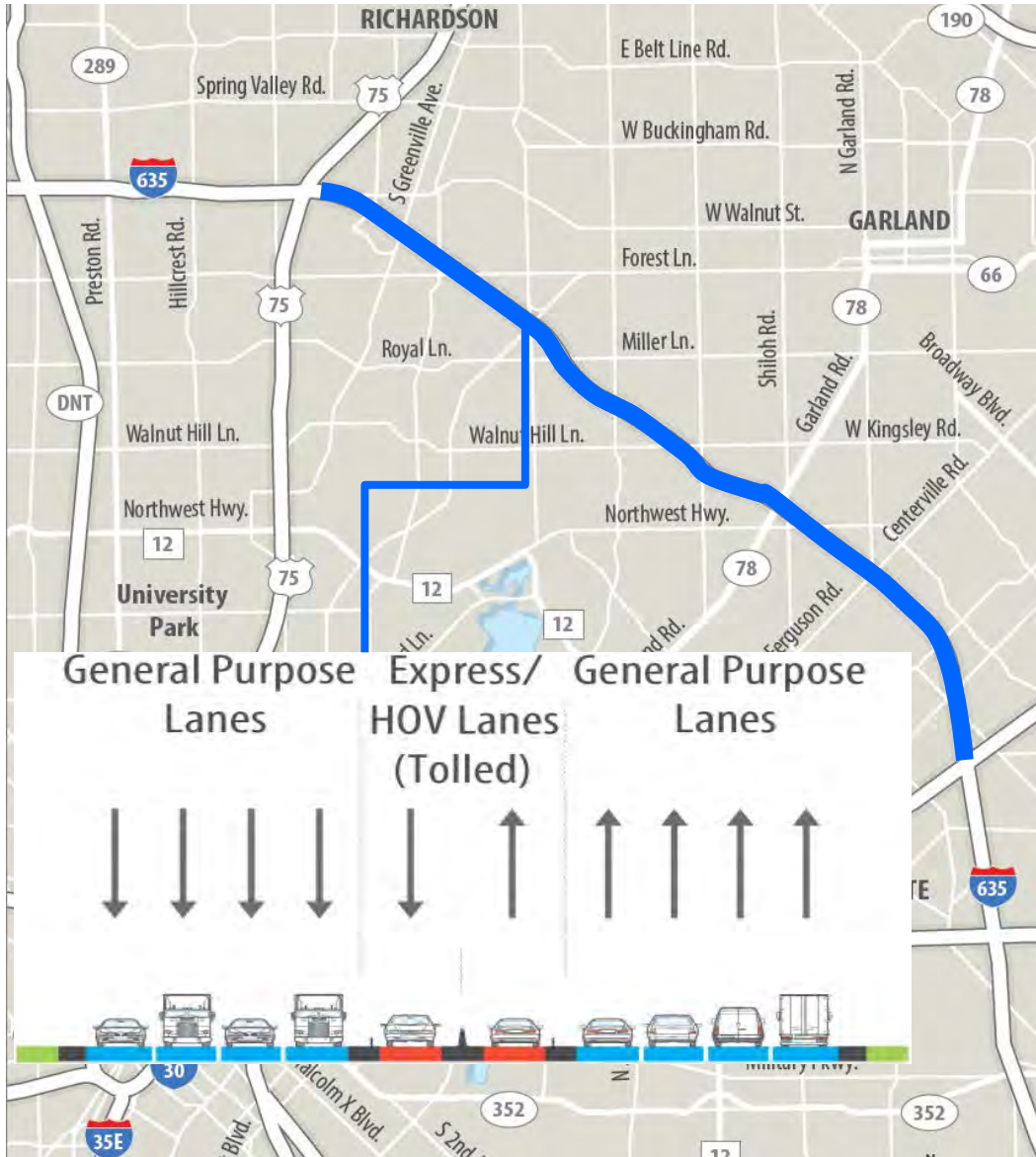
LBJ East Funding Options
Risk Assessment

				Family 1	Family 2	Family 3	Family 4	Family 5	Family 6
Plan, Program, Policy or Action	Potential Areas of Risk	Type of Risk	Potential Risk Mitigation	No Build	Express Lane All the Way	No Managed Lanes (At All)	Toll Managed Lanes to Royal/Miller, No Managed Lanes Rest of the Way (Staged EIS)	Toll Managed Lanes to Royal/Miller, Non-tolled Managed Lanes Rest of the Way (Current EIS)	Toll Managed Lanes the Whole Way (New Mobility Plan)
Conversion of Free to Toll Restriction	<p>Requirement: Texas Transportation Code Chapter 228.201 prohibits operation of a non-tolled state highway as a toll project with some exceptions (toll designation prior to award; in an MPO plan prior to 2005; facility constructed such that number of non-tolled lanes is equal or greater than in existence prior to construction).</p> <p>Is the proposed project consistent with the toll conversion statute?</p>	Legal	Opening of free express lanes would restrict future ability to toll for congestion management purposes under toll conversion statute.	✓	✗ Restricts future toll options if opened as free	✓	✓	✗ Restricts future toll options if opened as free	✓
Overall Risk Assessment	Does the proposed project minimize the potential risks areas (legal, time/cost) sufficient to proceed?			✗	✗	✗	✗	✗	✓

IH 635 LBJ East

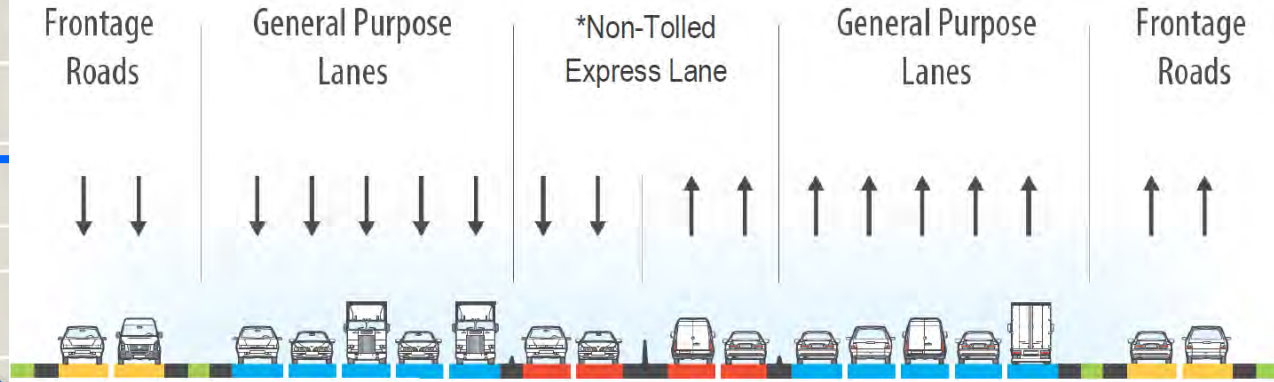
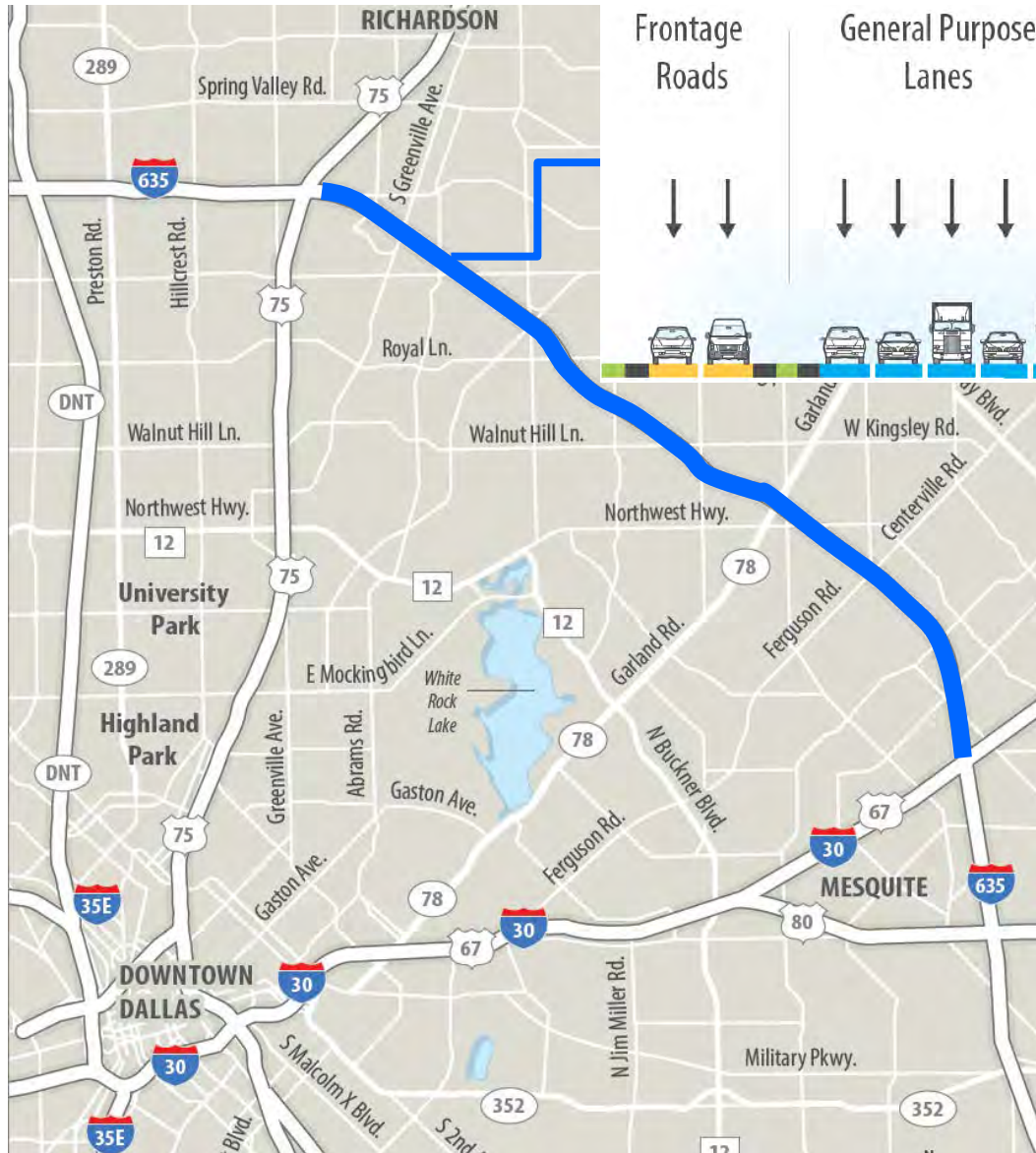
From US 75 to IH 30

Option 1 – No Build



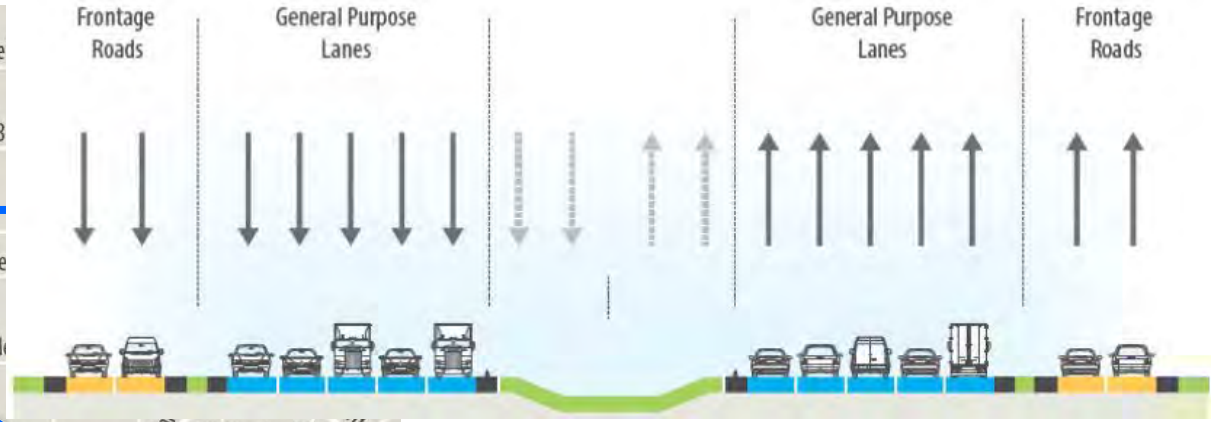
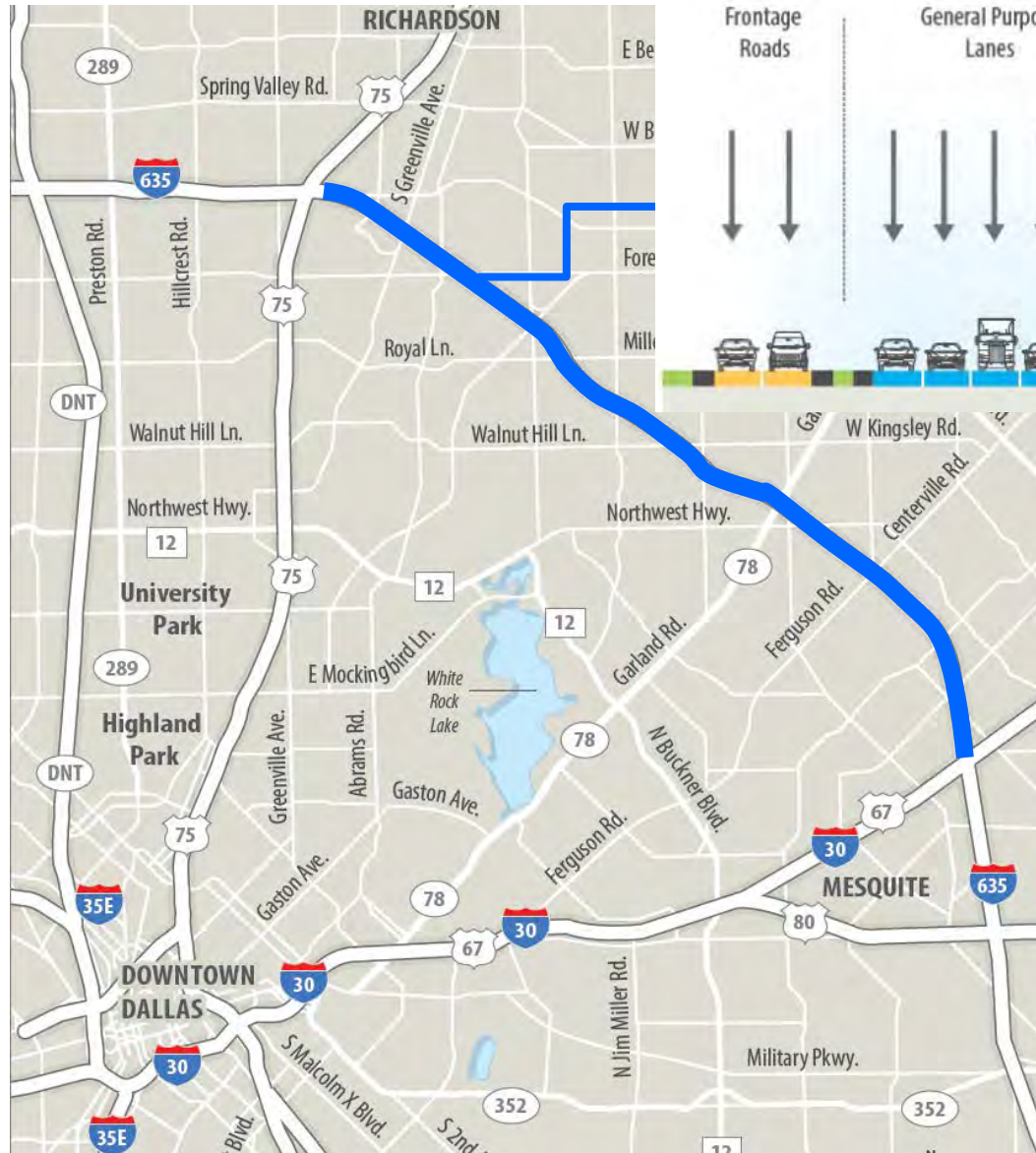
- **From US 75 to I-30**
- **Existing Condition**
 - Eight General Purpose Lanes
 - Two HOV/Express (Tolled SOV) Lanes
 - Discontinuous 4/6 Frontage Roads

Option 2 – Non-Tolled Express Lanes From US 75 – I-30



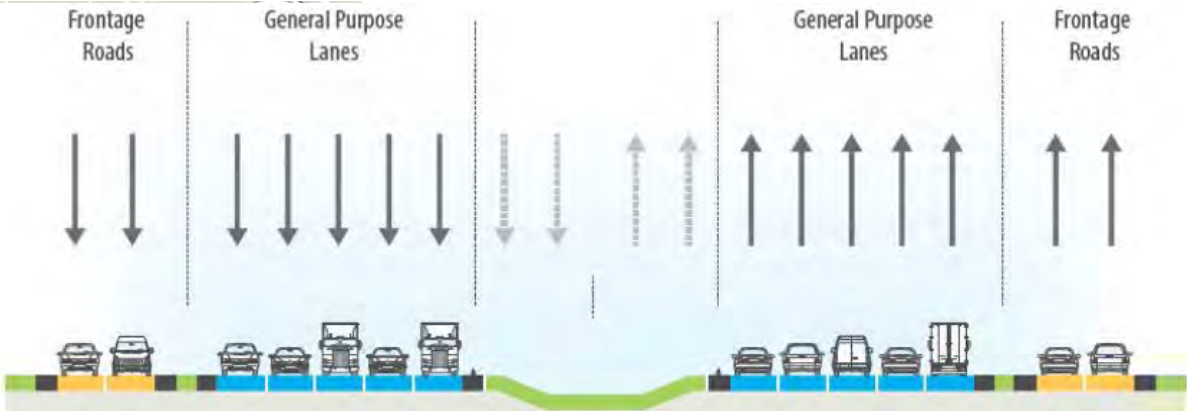
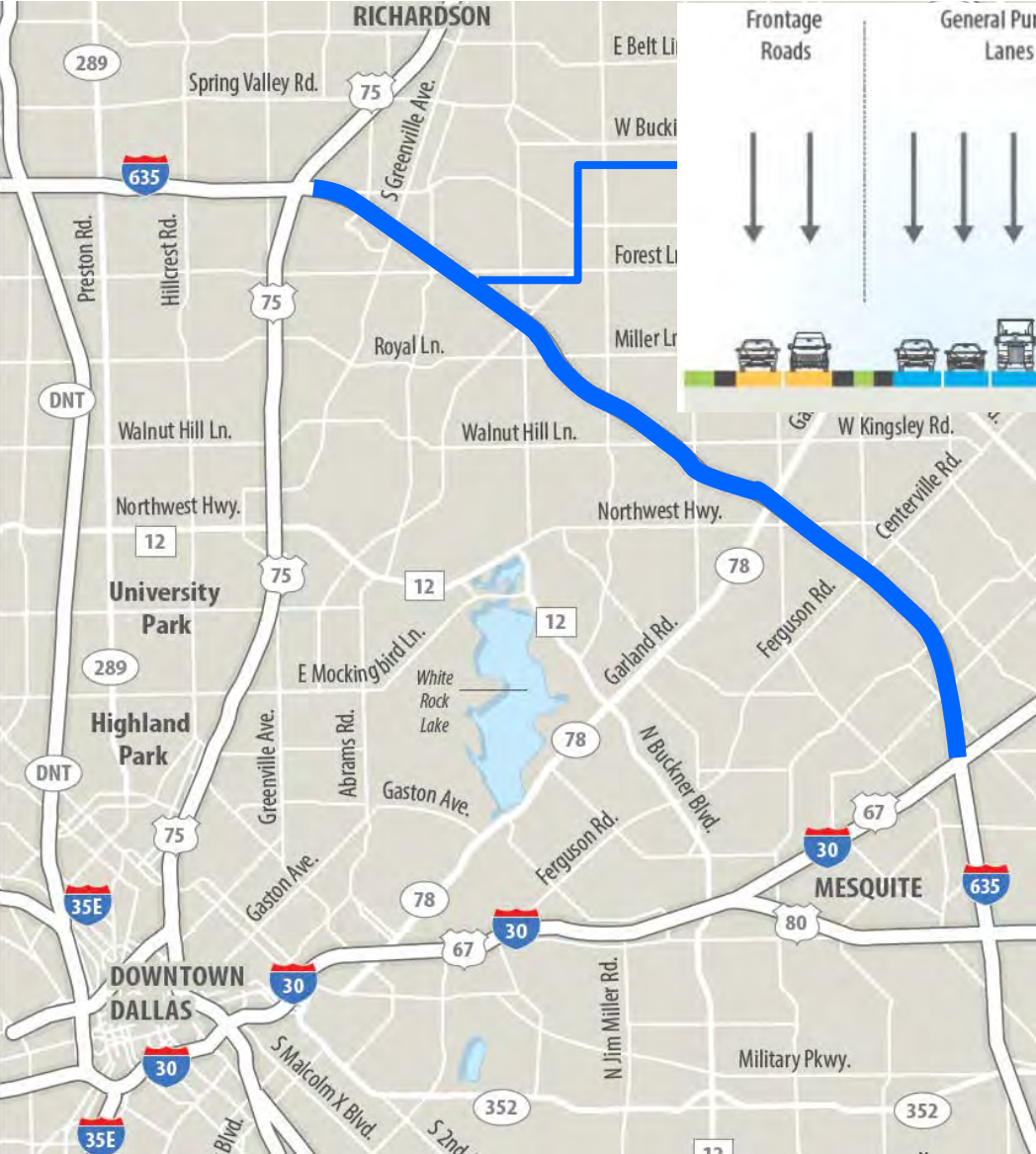
- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Non-Tolled Express Lanes
 - Continuous 4/6 Frontage Roads

Option 3 – General Purpose Lanes and Frontage Roads Only



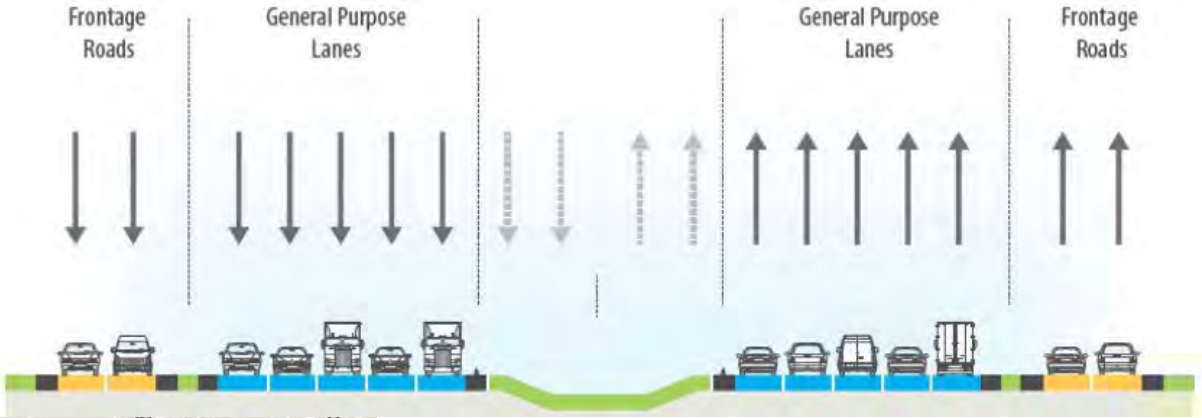
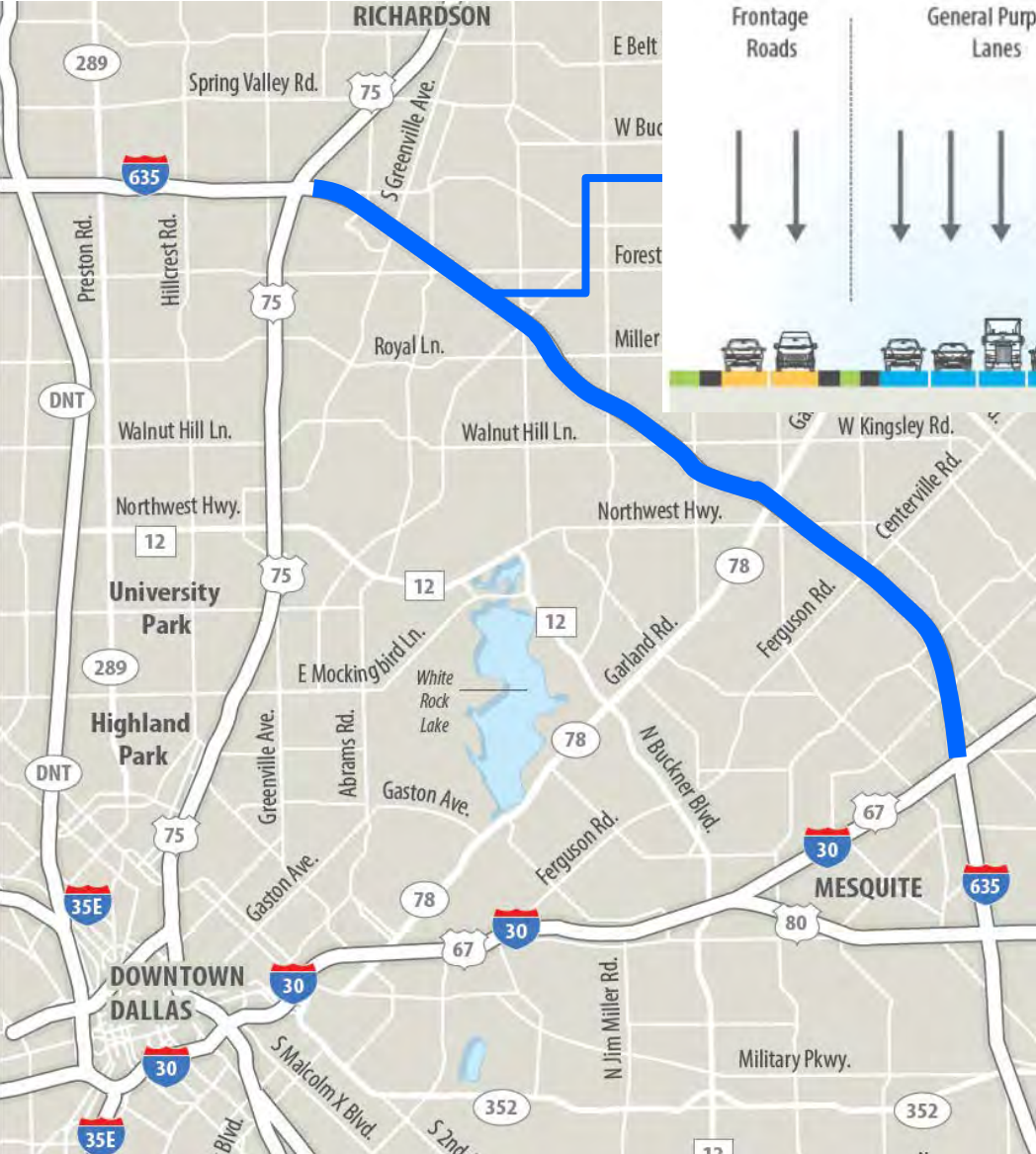
- From US 75 to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

Option 4– General Purpose Lanes and Frontage Roads Only



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

Option 5– General Purpose Lanes and Frontage Roads Only



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

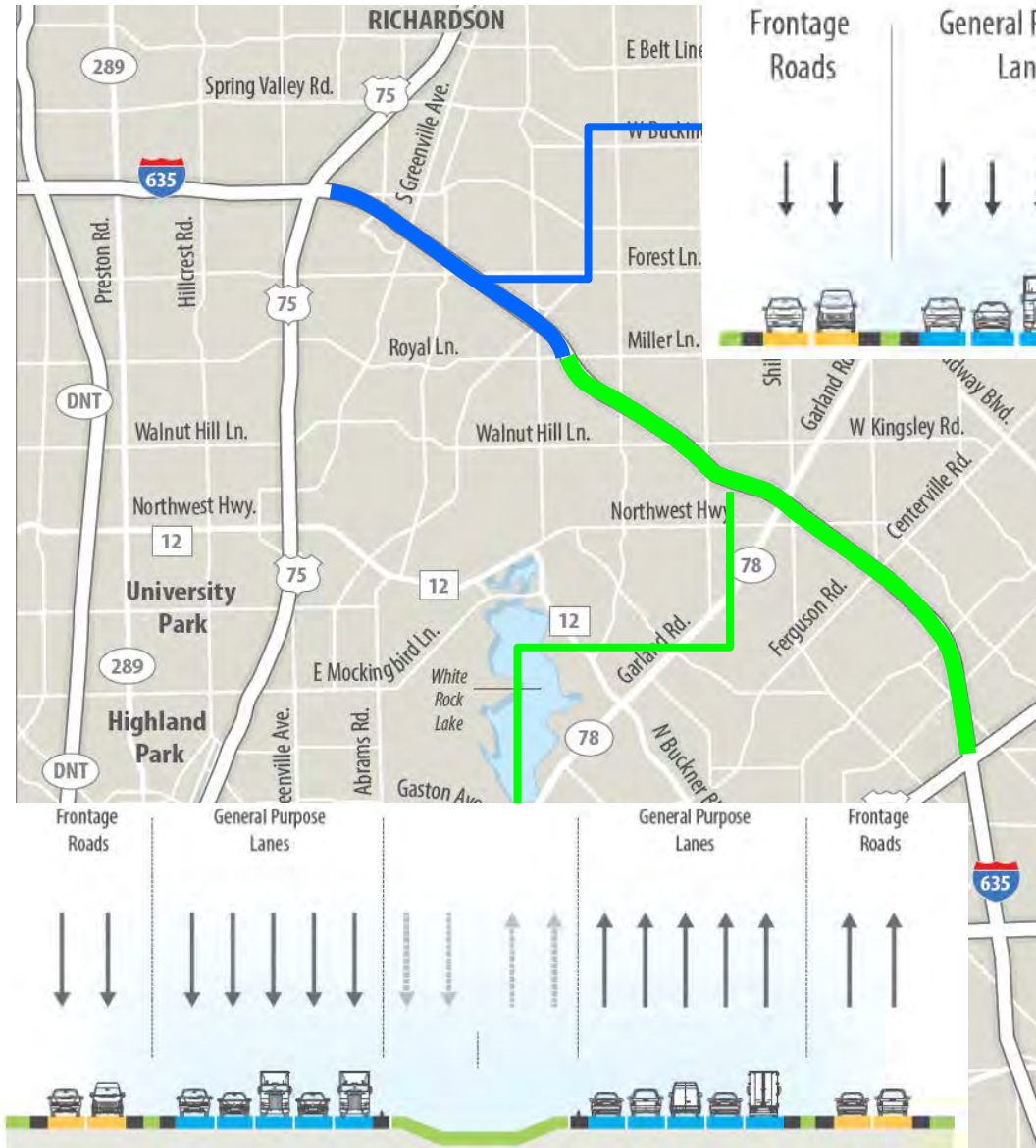
Option 6 – Partial Tolled Managed Lanes



- **From US 75 to Royal Lane/Miller Road**
 - Ten General Purpose Lanes
 - Four Tolled Managed Lanes
 - Continuous 4/6 Frontage Roads

- **From Royal Lane/Miller Road to I-30**
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

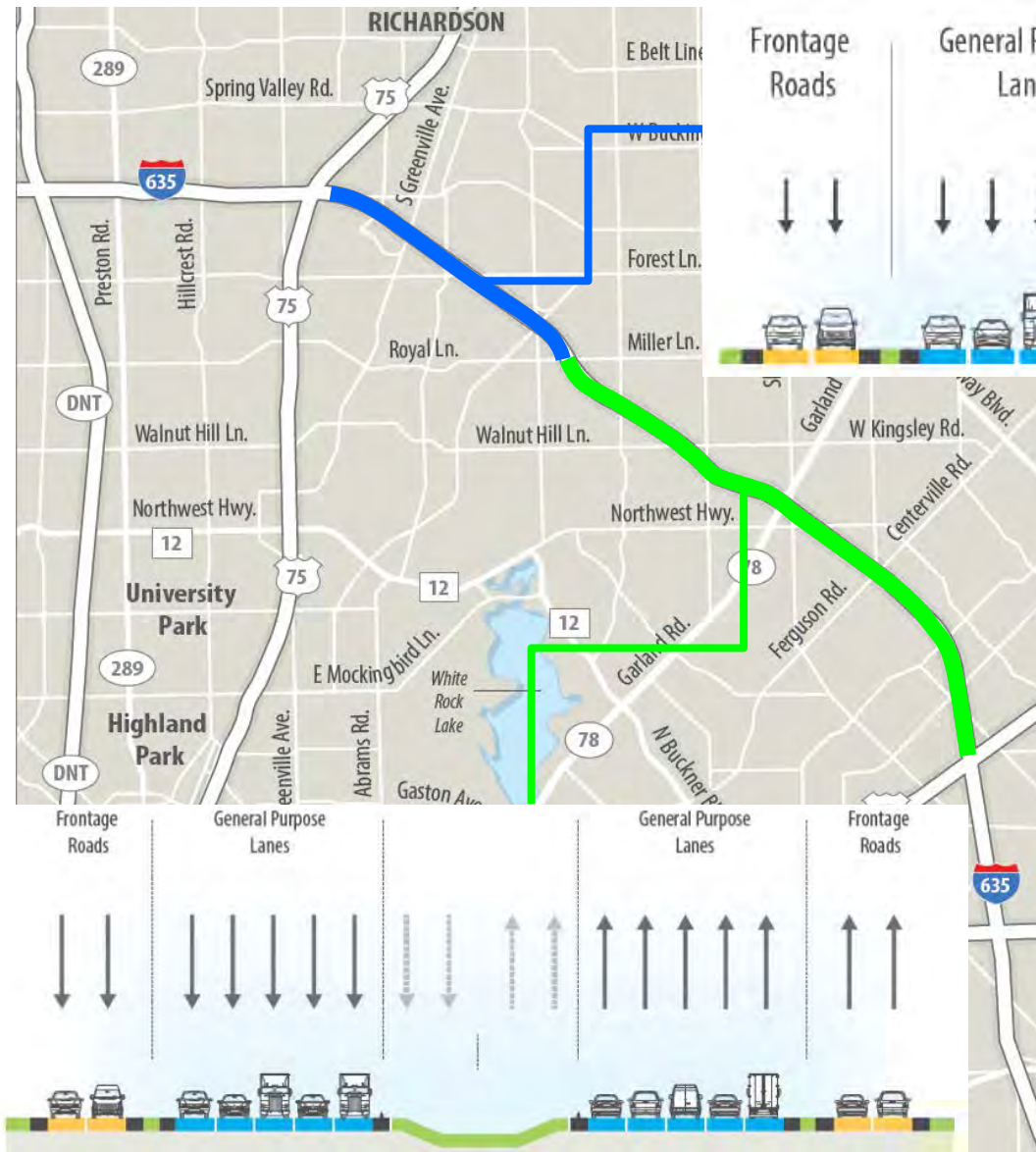
Option 7 – Partial Tolled Managed Lanes



- From US 75 to Royal Lane/Miller Road
 - Ten General Purpose Lanes
 - Four Tolled Managed Lanes
 - Continuous 4/6 Frontage Roads

- From Royal Lane/Miller Road to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

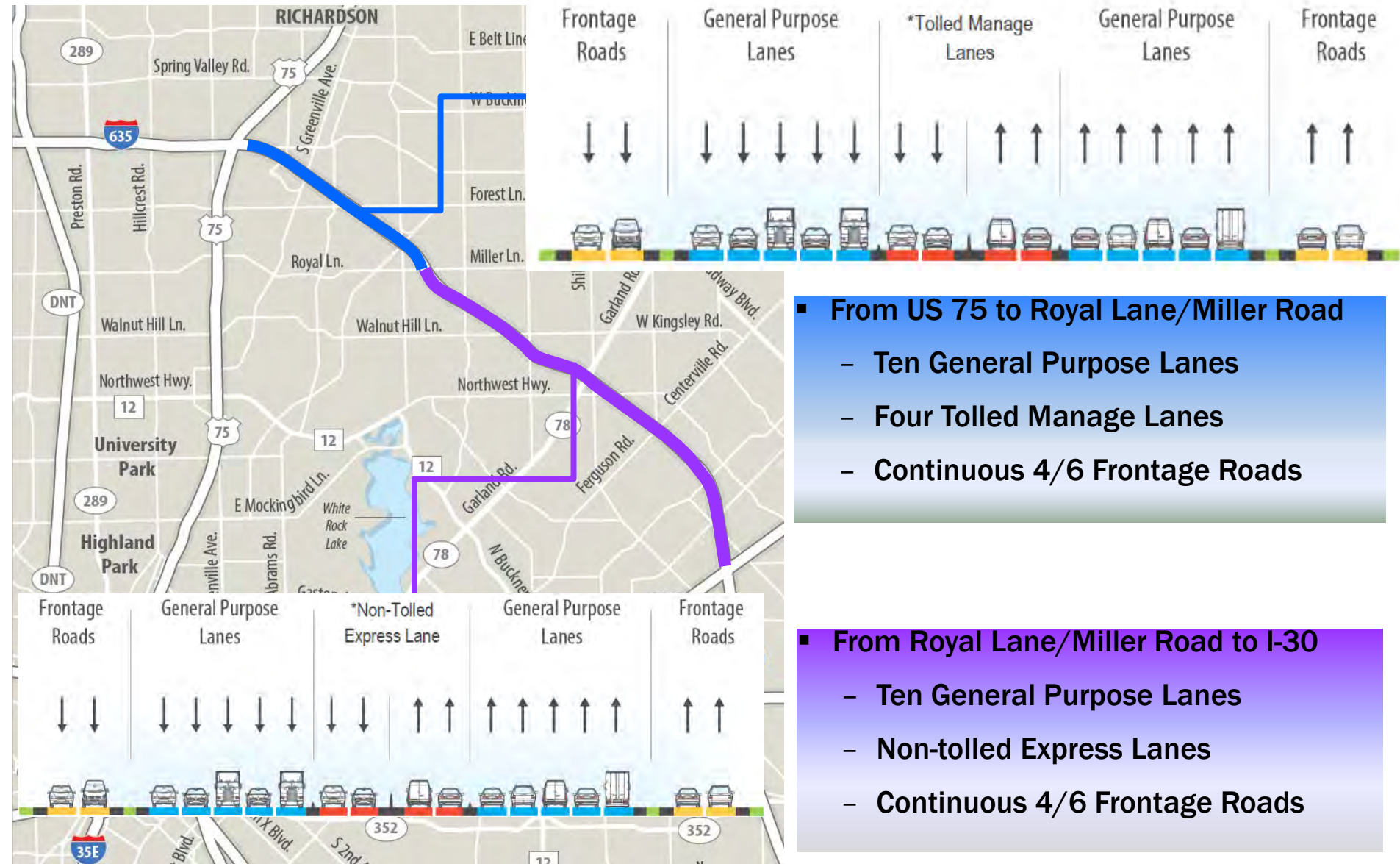
Option 8 – Partial Tolled Managed Lanes



- From US 75 to Royal Lane/Miller Road
 - Ten General Purpose Lanes
 - Four Tolled Manage Lanes
 - Continuous 4/6 Frontage Roads

- From Royal Lane/Miller Road to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

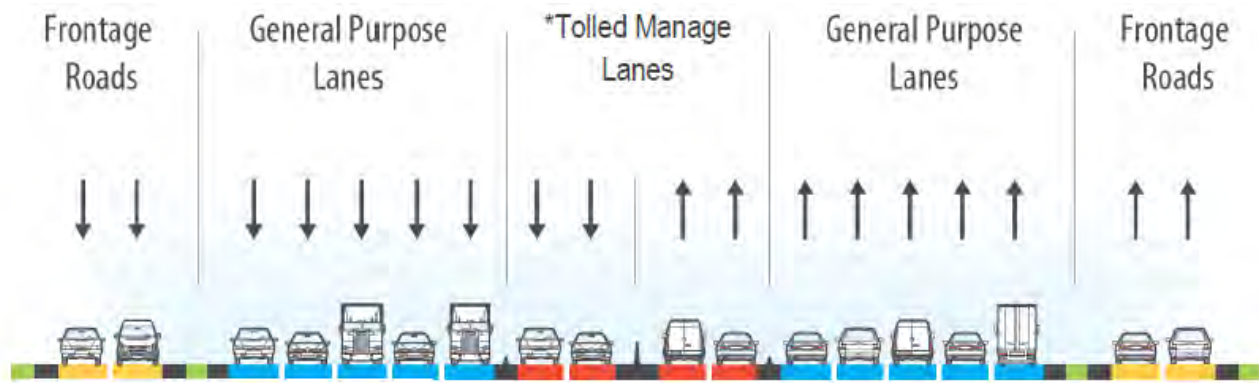
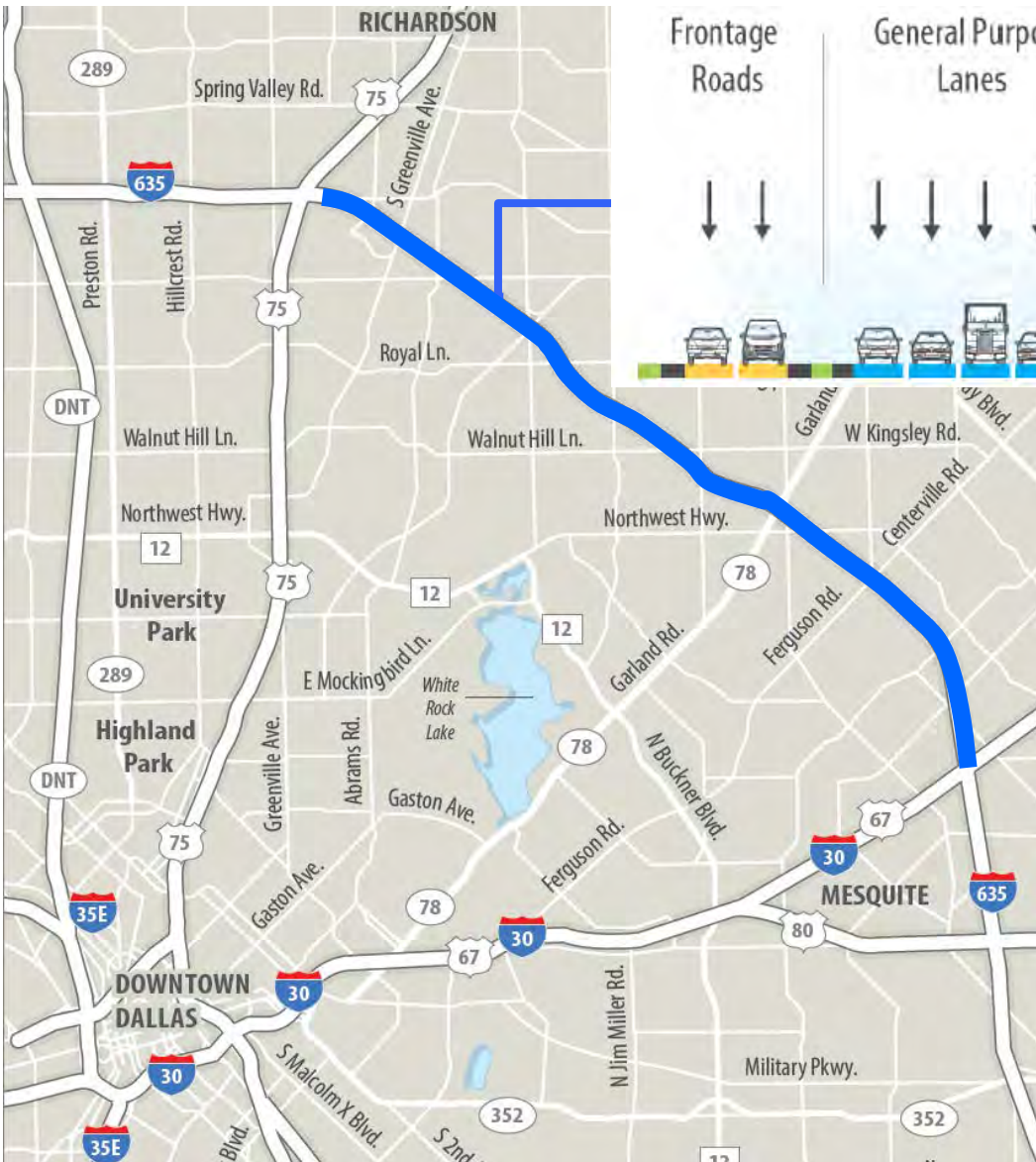
Option 9 – Tolloed Managed Lanes & Non-Tolloed Express Lanes



- **From US 75 to Royal Lane/Miller Road**
 - Ten General Purpose Lanes
 - Four Tolloed Managed Lanes
 - Continuous 4/6 Frontage Roads

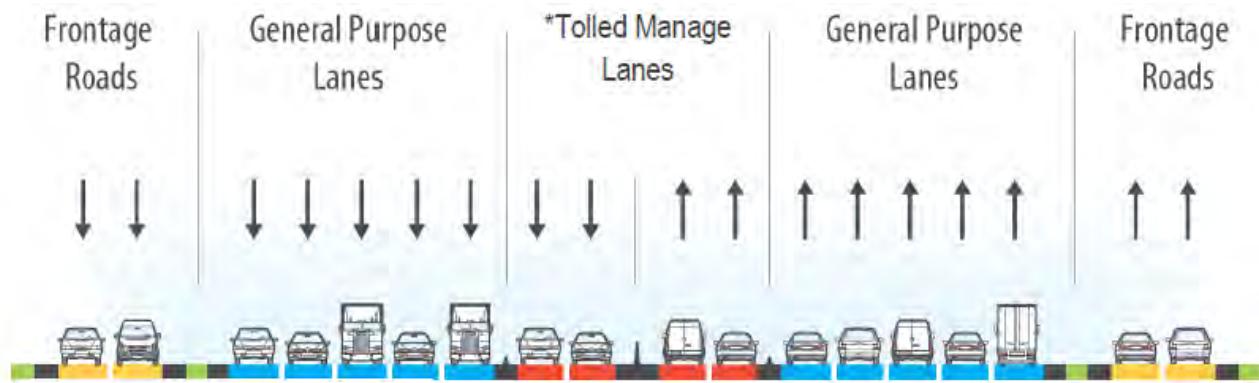
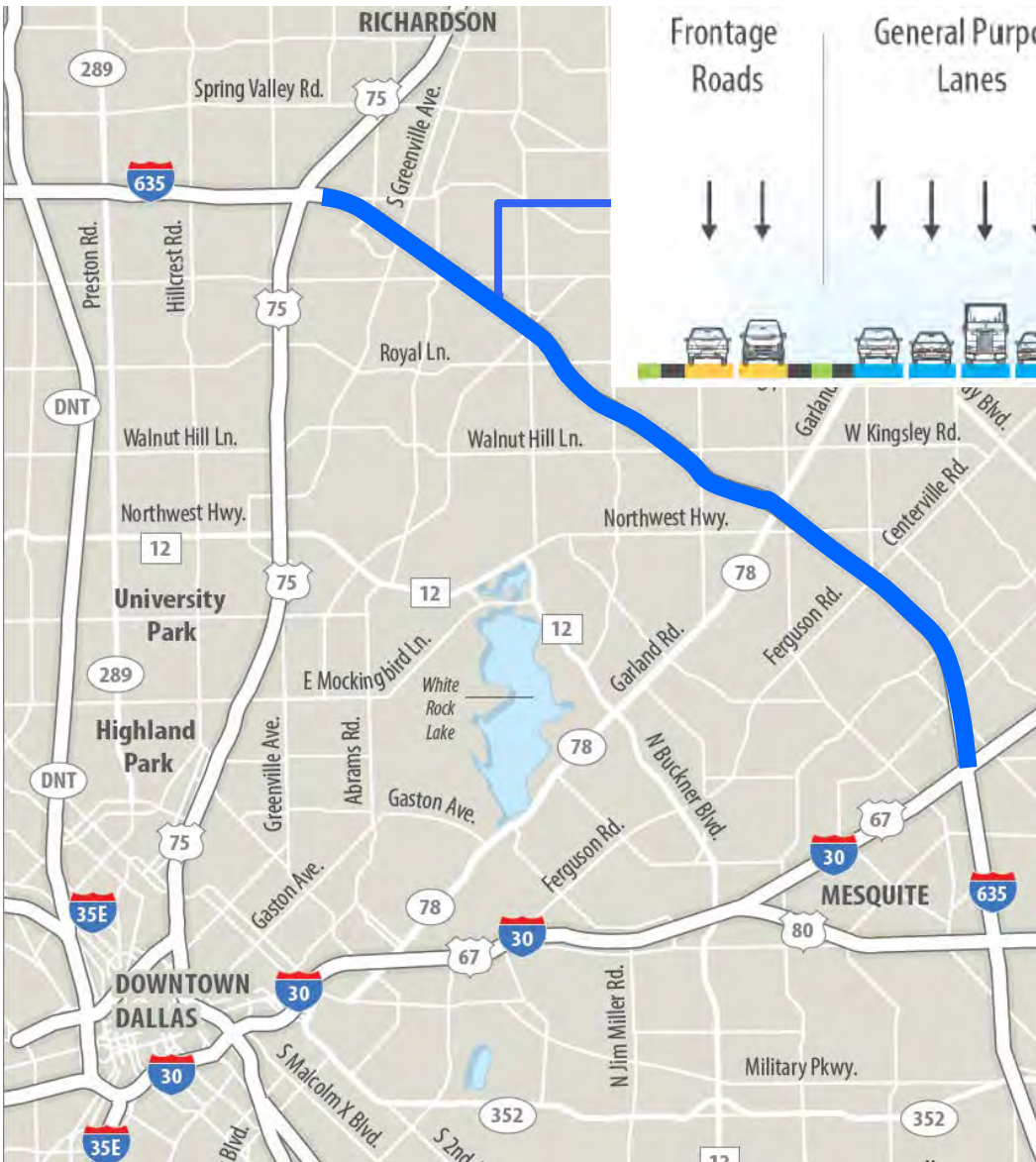
- **From Royal Lane/Miller Road to I-30**
 - Ten General Purpose Lanes
 - Non-tolled Express Lanes
 - Continuous 4/6 Frontage Roads

Option 10 – Tolled Manage Lanes from US 75 to I-30



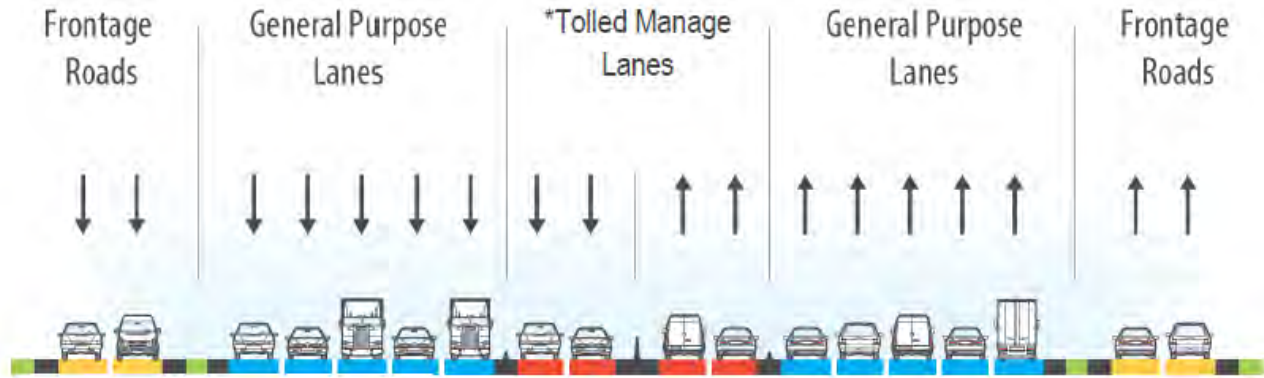
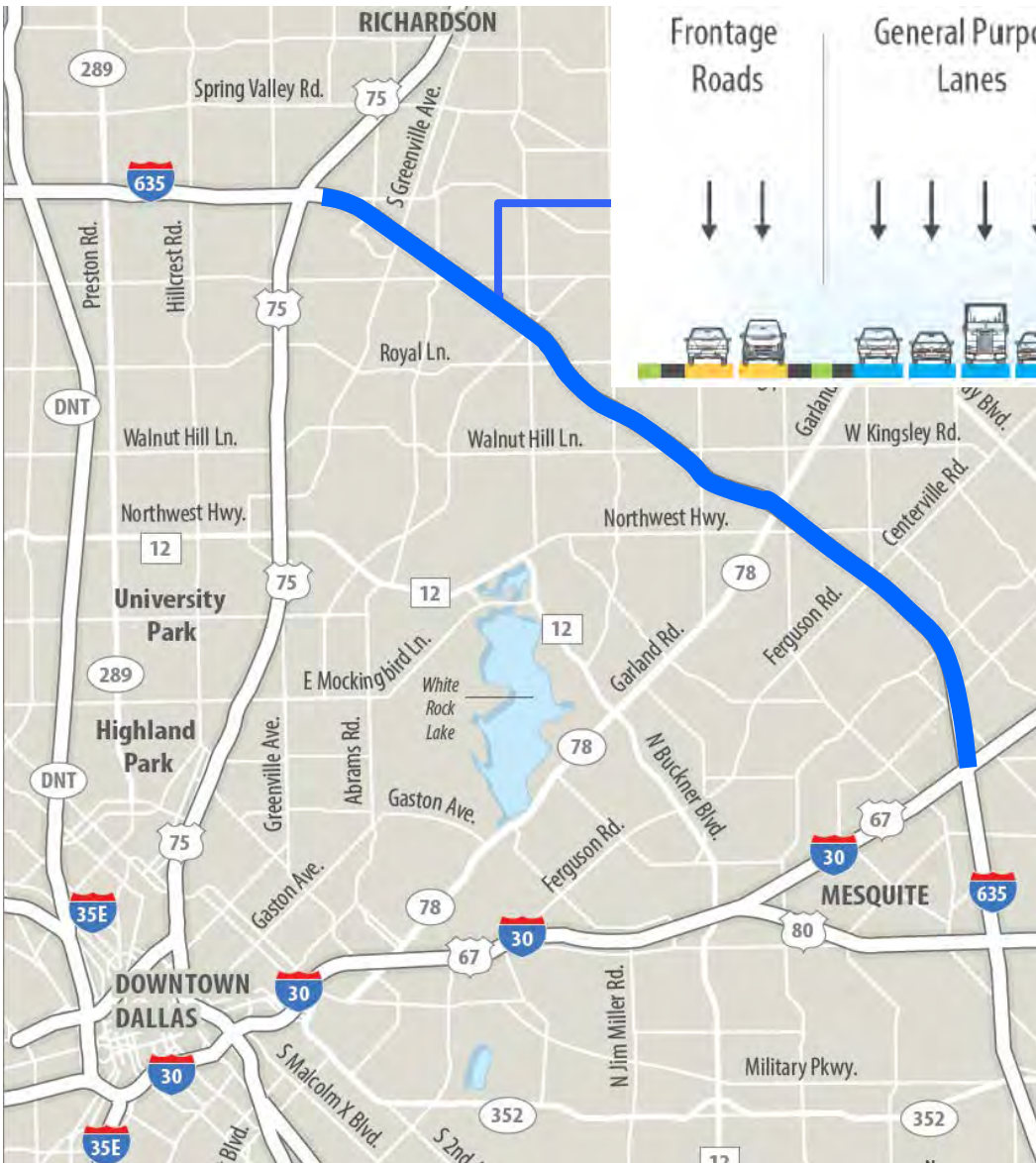
- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolled Manage Lanes
 - Continuous 4/6 Frontage Roads

Option 11 – Tolled Manage Lanes from US 75 to I-30



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolled Manage Lanes
 - Continuous 4/6 Frontage Roads

Option 12 – Tolled Manage Lanes from US 75 to I-30



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolled Manage Lanes
 - Continuous 4/6 Frontage Roads

Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange
(P17-01)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions of the Dallas-Fort Worth area. New revenues from "Big Projects" will be placed on this project.

The RTC wishes to complete this project after years of delay and to complete the project in its entirety, including improvements to the IH 635/IH 30 Interchange. To accomplish this, the RTC and impacted local governments wish to construct tax-supported frontage roads, tax-supported main lanes, and tolled dynamically priced managed lanes from US 75 to IH 30. The public sector will retain the revenues from tolls and develop a tolling policy to pay back the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. Off-peak and weekend tolling may be phased out over time. The RTC is requesting the tolled component to complete the managed lane system in this part of the region. The RTC reminds TxDOT that this project will need to be funded with federal funds in order to comply with State laws and voter-approved constitutional amendments.

The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The Skillman/Audelia project and already approved project revenues will be included in this construction in order to expedite both projects.

The RTC requests that North Central Texas Council of Governments staff place this project in the Mobility 2045 plan and commence with public involvement.

IH 635 EAST PHASE 3

From US 75 to IH 30

Regional Transportation Council
April 19, 2018

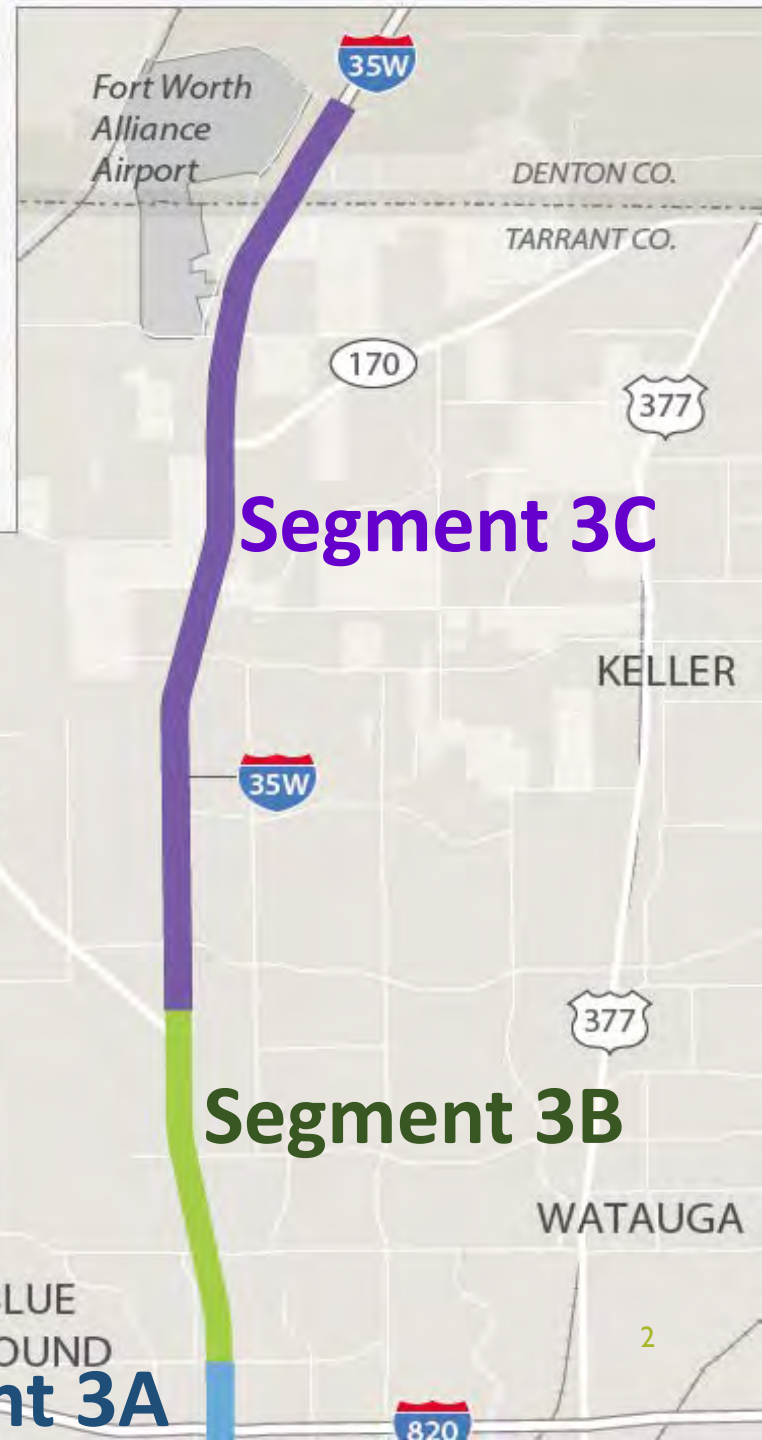
Michael Morris, P.E.
Director of Transportation

Ken Kirkpatrick
Counsel for Transportation

Christie Gotti
Senior Program Manager
Transportation Project Programming



IH 35W



IH 635 EAST PHASE 3: WORK UNDERWAY

Noise Walls

Major Utility Relocation

Right-of-Way Purchase

Skillman/Audelia Funds Already Approved by
Commission

THREE CONCURRENT ELEMENTS ON IH 635 EAST FROM MARCH RTC MEETING

Continue RTC Member Engagement with State Officials

Answers to Questions/Risk Assessment

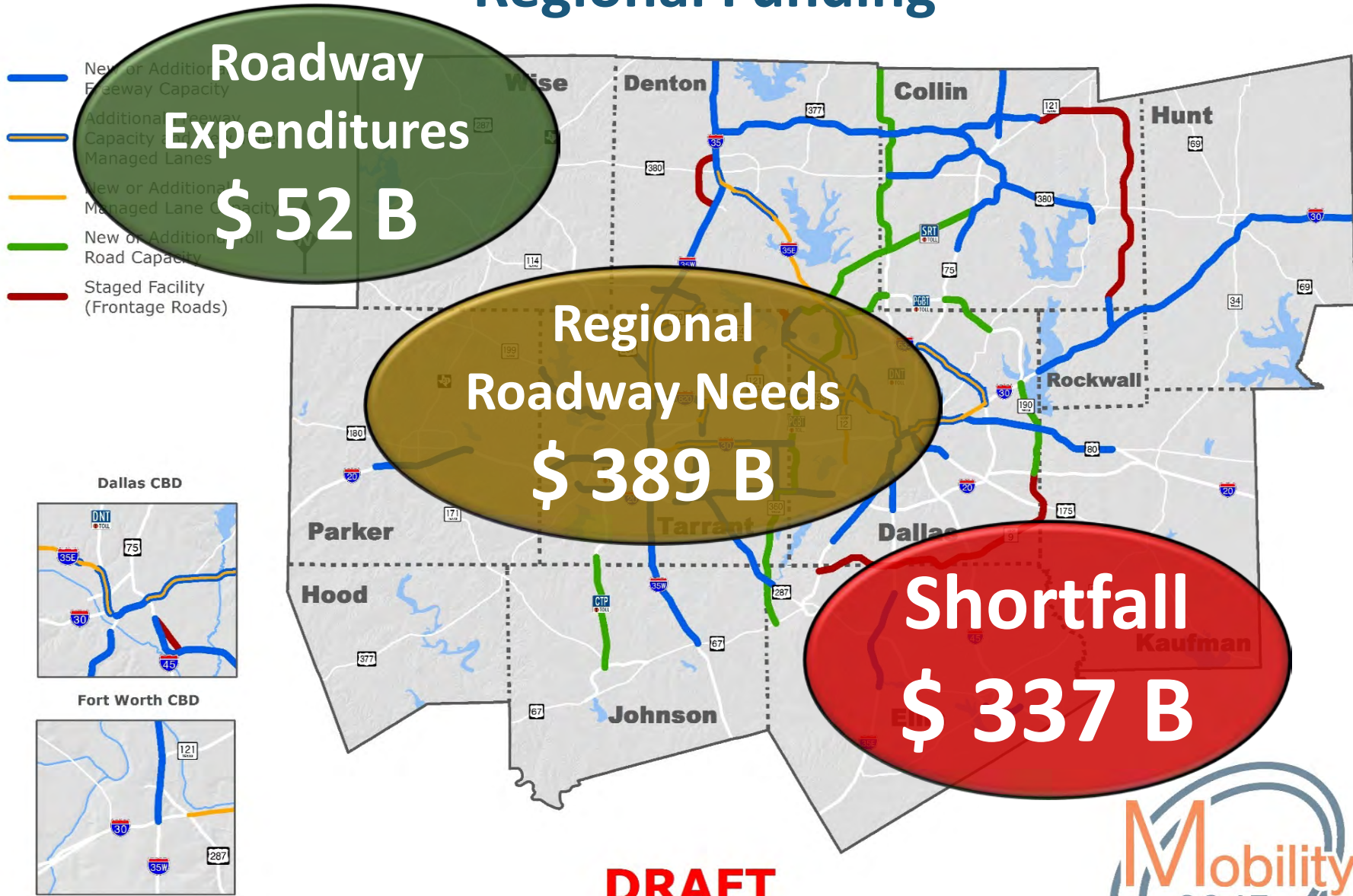
Response to Legal Question from Last Month

Options to Close Funding Gap

MAPPING RESPONSIBILITIES IN TRANSPORTATION PLANNING

	Regional Transportation Council	Texas Transportation Commission	Texas Representatives and Senators
Timeframe	Short Term Long Term	Short Term Long Term	Short Term
Geography and Population Size	DFW Region	State of Texas	District
Scale	System	System	Project
Focus	Multimodal Address Congestion Air Quality	Rural/Urban Balance System Preservation	District Needs Revenue Oversight/ Transparency

Regional Funding

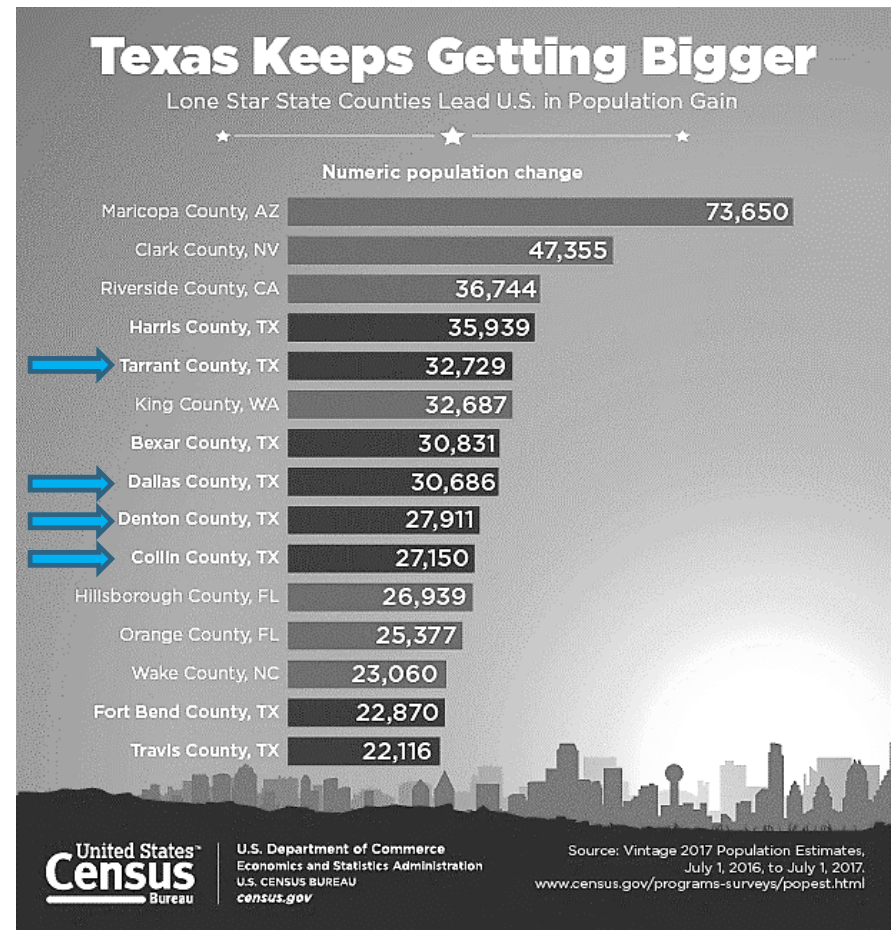


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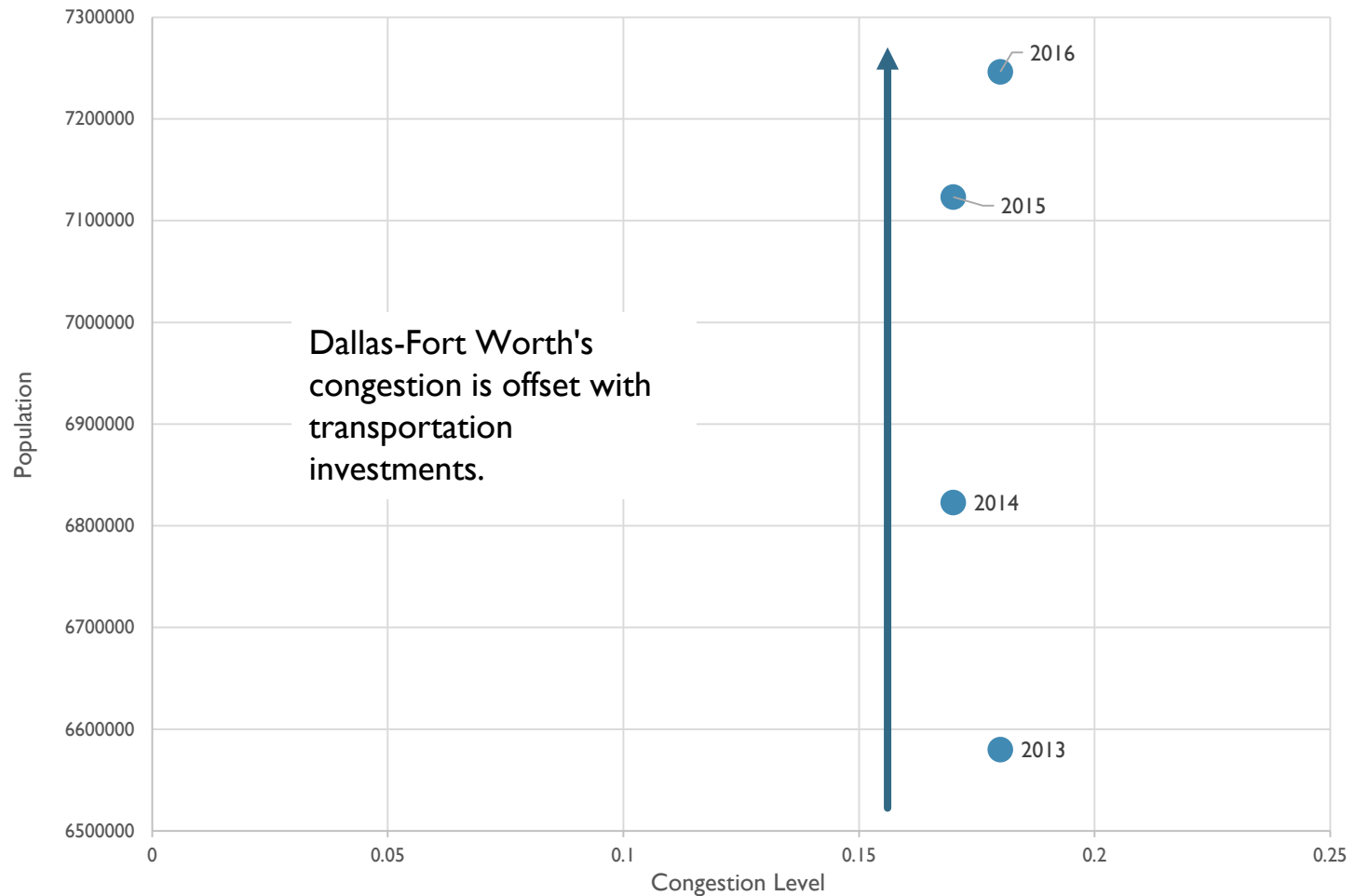


CENSUS BUREAU ESTIMATES SHOW DFW METRO AREA HAS LARGEST GROWTH IN THE UNITED STATES

From July 1, 2016, to July 1, 2017, the Dallas-Fort Worth-Arlington metropolitan area's population increased by 146,000.

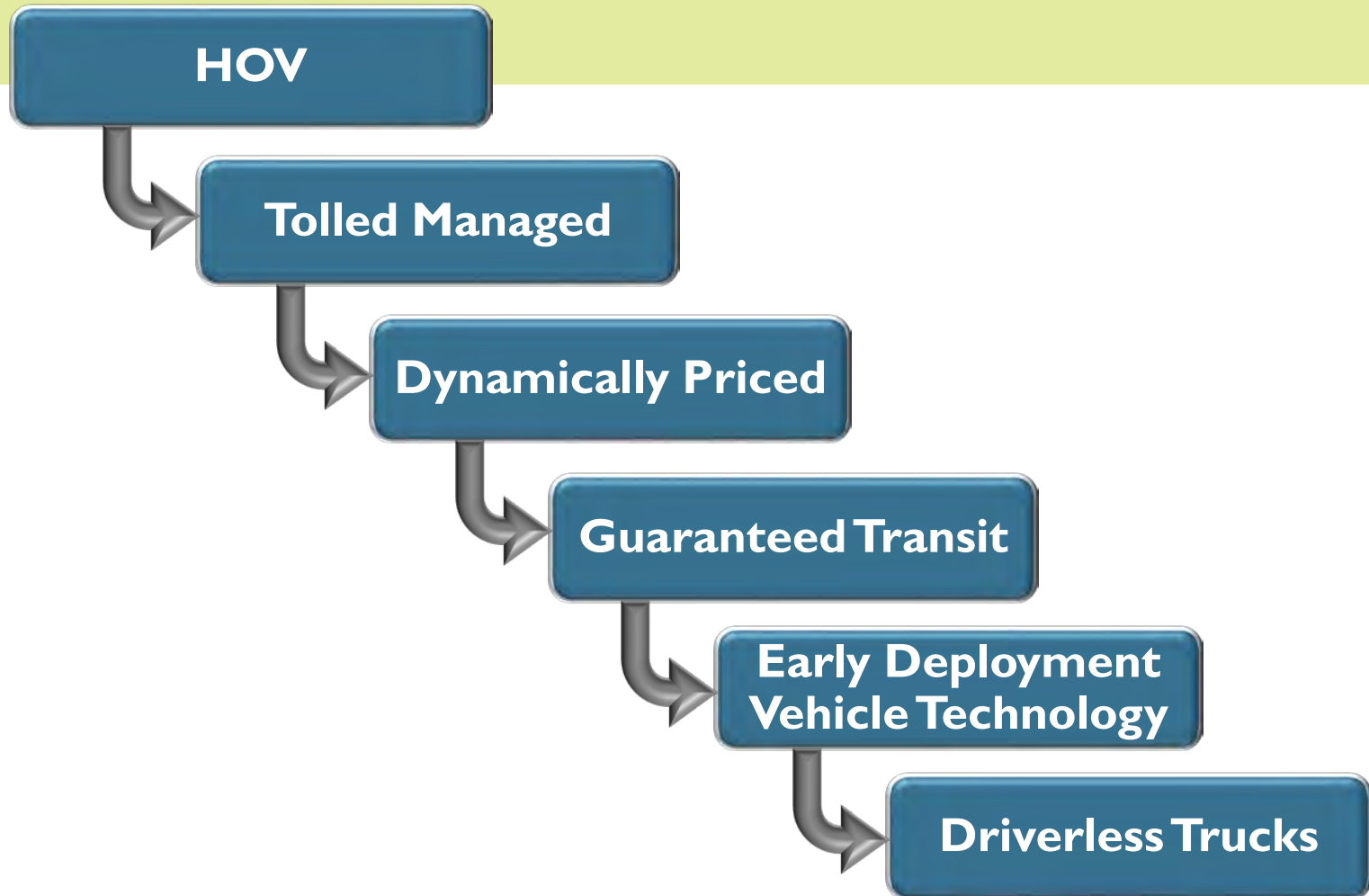


DFW CONGESTION LEVELS



Sources: TomTom Traffic Index 2013, 2014, 2015, and 2016 Data;
North Central Texas Council of Governments

MANAGED LANES EVOLUTION

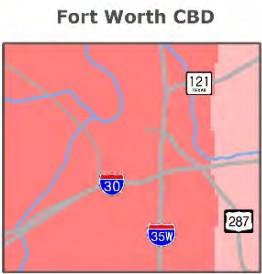
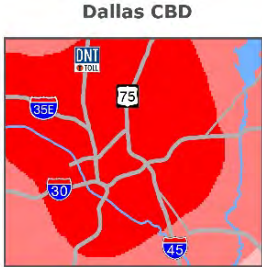
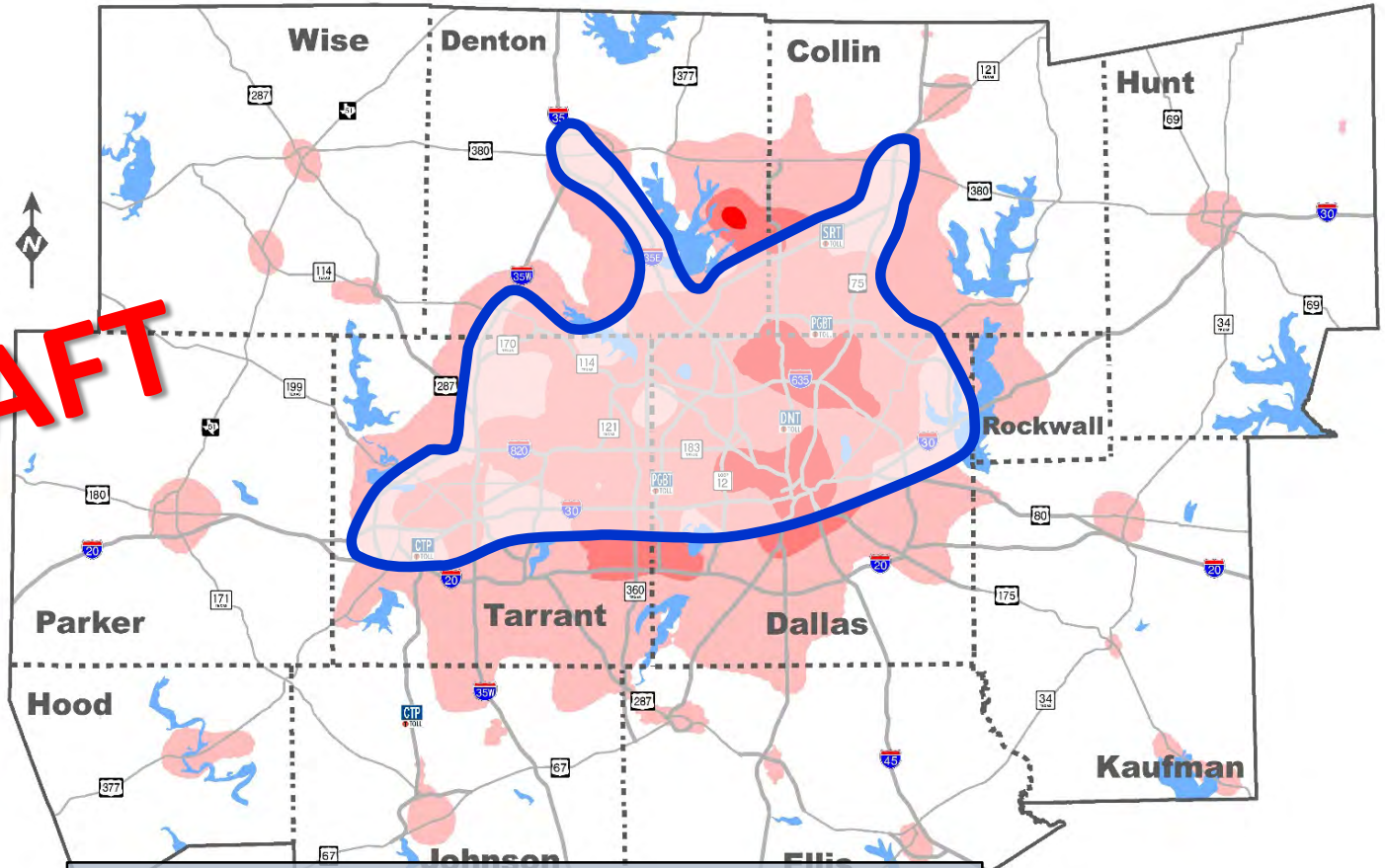


Toll Managed Lane System Policy Boundary

Congestion Index



DRAFT



Within Boundary – Year 2018
13% Land Area
79% Vehicle Hours of Congestion Delay

Cost of Congestion/Delay: \$11.9 billion

Congestion Index is based on a percent increase in travel time.



INVENTORY OF OPTIONS

Family	Option	Express Lane Alternatives Description
Family 1	1	No Build
Family 2	2	Express Lanes All the Way
Family 3	3,4,5	No Express Lanes
Family 4	6,7,8	Tolled Managed Lanes to Royal Miller/Nothing East
Family 5	9	Tolled Managed Lanes to Royal Miller/Non-Tolled Rest of the Way
Family 6	10,11,12	Tolled Managed Lanes the Whole Way

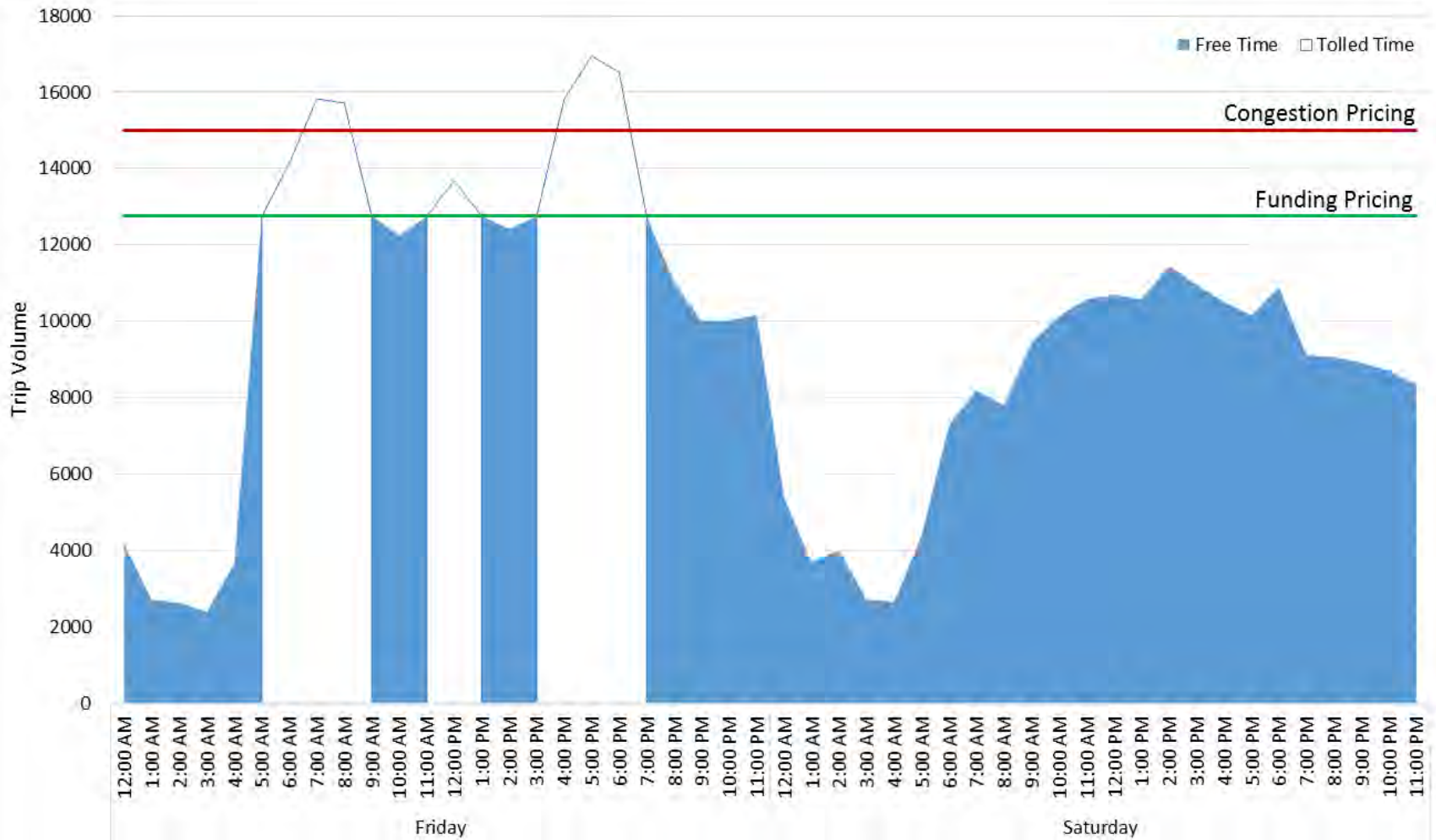
IH 635 EAST POTENTIAL AREAS OF RISK



Public Review and Comment

	<u>Family 6</u>
Existing Tolled Managed Lane (CMAQ) (23 USC 116, 23 USC 149)	✓
State Implementation Plan (40 CFR 93.113(a))	✓
No Toll Conversion Restriction (Texas Transportation Code 228.201)	✓
Environmental Clearance (43 TAC 2.85)	Reevaluation
RTC Policy Consistency (RTC PI7-01)	✓
Air Quality Conformity (40 CFR 90.109)	✓
Congestion Management Process (23 CFR 450.322)	✓
Consistency with Draft Mobility 2045 (23 CFR 450.326(i))	✓ (Draft)

FRIDAY-SATURDAY HOURLY VOLUMES



TOLLED MANAGED LANES

Purpose: Manage Congestion

Effect: Increase Mobility

Guaranteed Speeds with Tolled Managed Lanes

Speeds 50% Faster for Non-Tolled Lanes

Speeds 75% Faster for Tolled Lanes

Project Funding Supplement

Drivers Have Choice and Predictability

Managed Lanes have Free Periods

ACTION REQUESTED

Approve RTC Resolution R18-01

**Instruct Staff to Advance Family 6, Options 10, 11, and 12
and Other Funding Options that Maximize System
Implementation**



GOVERNOR GREG ABBOTT

April 12, 2018

The Honorable Pete Sessions
U.S. Representative, District 32
U.S. House of Representatives
2233 Raymond House Office Building
Washington, D.C. 20515

Dear Congressman Sessions:

I received your letter regarding the I-635/LBJ East project in North Texas. As you know, addressing the transportation needs of the entire state of Texas has been one of my top priorities as governor.

Our commitment to providing a safe and efficient transportation system is an essential part of why Texas has been and will continue to be a leader in economic success. The people of Texas overwhelmingly expressed their support for transportation funding through Proposition 1 in 2014. That is precisely why I identified transportation funding as a priority emergency item during the 84th Legislature, which resulted in Proposition 7 in 2015. The success of both propositions, along with the ending of budget diversions, is projected to result in approximately \$35 billion in additional funding toward addressing the transportation challenges across all regions of the state over the next 10 years.

Just as I am aware of most of the transportation needs across all areas of the state, I am particularly aware of the importance of the I-635/LBJ East project to the Dallas-Fort Worth region. In January 2018, I asked Texas Transportation Commission Chairman Bruce Bugg to begin actively working with leadership in the Dallas-Fort Worth region to establish a path to advance the project. Chairman Bugg has personally engaged with Regional Transportation Council officials and has also documented his desire to advance the project in writing.

Since you have expressed your concern for transportation in Texas, let me highlight one of the biggest reasons why Texas projects — such as the I-635/LBJ East project — are not being built quicker. Since 2003, your first year in Congress, Texas has continuously been a “donor” to the federal Highway Trust Fund (HTF). Over the course of your time in Congress, Texas has lost out on \$9.7 billion in funding from HTF, enough to cover a significant portion of all the transportation needs of Dallas-Fort Worth alone. In Fiscal Year 2016 alone, when estimated by percentage contributed vs. percentage received, it was at a cost of an estimated \$927 million.

The Honorable Pete Sessions

April 12, 2018

Page 2

By this letter, I ask that you focus your efforts on doing your part to ensure that the Dallas-Fort Worth area receives the equitable funding apportionment from HTF that it deserves to help build projects like I-635/LBJ East more quickly.

Please provide my office with a weekly update on your progress as this demands your highest attention.

In the meantime, I will continue to work with the legislature and our congressional delegation to address the transportation challenges facing our state.

Sincerely,

A handwritten signature in black ink that reads "Greg Abbott". The signature is written in a cursive, flowing style.

Greg Abbott
Governor

GA:clk