

Quick Take

What:

TEXpress Lanes:

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, is known as the TEXpress Lane System.

Significance:

These changes provide better reliability for drivers, including motorists who choose to pay to bypass the congestion in adjacent general-purpose lanes. Drivers can still use the general-purpose lanes in these corridors for no additional charge.

By the Numbers:

\$27.3 billion

The projected cost of congestion in the Dallas-Fort Worth area in 2045.

With the help of TEXpress Lanes, residents in the fast-growing region of more than 7 million are being given more choices to reach their desired destinations.

Managed Lanes Will Help You Get There

Dallas-Fort Worth is one of the busiest regions in the country, and changes are being made that will help commuters reach the office or shoppers beat the crowds to the stores. Several highway corridors 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. TEXpress Lanes on IH 35W north of downtown Fort Worth and the Midtown Express, along State Highway 183 and SH 114, opened in 2018.



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.

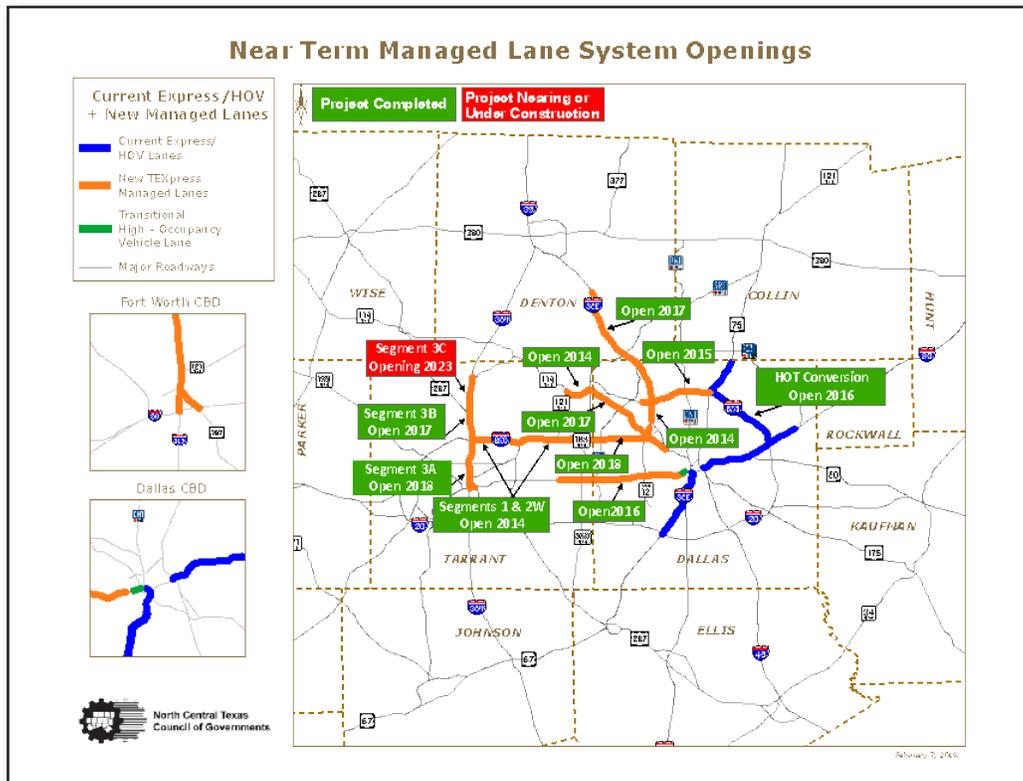
	TEXpress Lanes		Express/HOV Lanes
	Peak Period *	Off-Peak Period	Peak & Off-Peak Period
HOV	50% discount	Posted rate	No toll
SOV	Posted rate	Posted rate	Posted rate
Trucks	Varies **	Varies **	Not allowed
Motorcycles	50% discount	Posted rate	No toll
Transit Vehicles	No toll	No toll	No toll

* 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 vehicles pay half of the rate during morning and afternoon **peak** periods and the full rate during **off-peak** travel periods. HOV drivers can register as high-occupancy vehicles on the GoCarma app and automatically receive the discount when two or more passengers are in the vehicle. For passengers without smartphones, FREE GoCarma passes are available. The app is FREE in the App Store or on Google Play. Additional information is available at GoCarma.com/DFW.

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.

TEXpress Lanes have opened in busy corridors across the Dallas-Fort Worth area to provide a choice to drivers. However, the construction of these lanes is being limited to the core of the metropolitan area, which includes 79 percent of the region's congestion, but only 13 percent of land area.

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 further improves 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 and other corridors were design-build projects. Both methods allow one company to bid for design and construction portions of a job, expediting construction.



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