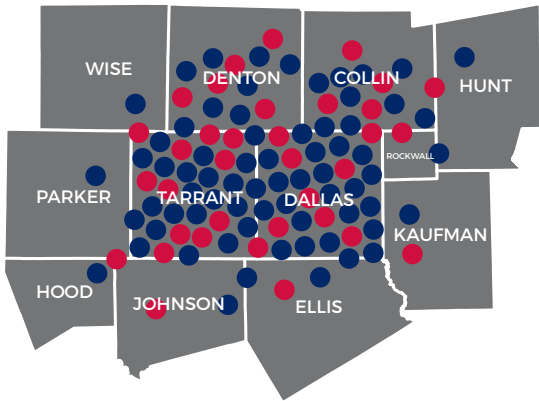


TEXPRESS LANES

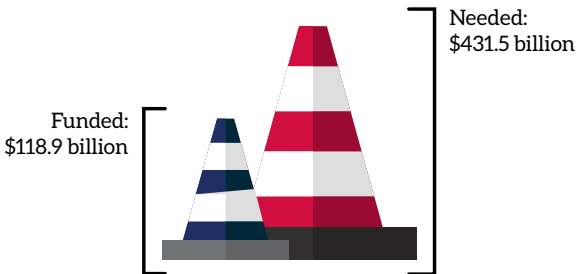
WHY WE NEED THEM AND HOW THEY CAN HELP OUR REGION

DFW adds more than 1 million new residents per decade, and current transportation funding is not keeping pace with the need to maintain roadways and serve the growing population.



● Residents, 2014
(100,000)

● New Residents, 2014-2040
(100,000)



Funding challenges partly stem from the fact that the gas tax has lost most of its purchasing power. State fuel taxes have not increased since 1991; federal fuel taxes have not increased since 1993; construction costs are increasing, and vehicles are more fuel-efficient.

NORTH TEXAS TEXPRESS LANES SYSTEM



Operated and managed by:
LBJ Infrastructure Group,
NTE Mobility Partners and
NTE Mobility Partners Segments 3

NTE TEXPRESS
NTE Mobility Partners

NTE 35W TEXPRESS
NTE Mobility Partners Segments 3

LBJ TEXPRESS
LBJ Infrastructure Group

NTE 35W 3C
Phase 3 Opens 2023
NTE Mobility Partners Segments 3



Operated and managed by:
Texas Department
of Transportation

I-35E TEXPRESS
I-30 TEXPRESS
SH 114 TEXPRESS
635 EAST EXPRESS/NOV

LOOP 12 TEXPRESS
SH 183 TEXPRESS
OPENS 2020

TEXpress Lanes provide transportation choices, **reduce congestion**, lower maintenance obligations for the state, manage travel demand, and free up capacity in the other travel lanes. They bring **economic development**, increased property values, and additional tax revenues. **Air quality** is positively impacted due to less stop-and-go traffic conditions. Corridors with TEXpress Lanes have been improved or completely rebuilt with both tolled and non-tolled lanes.

TEXpress Lanes provide needed transportation choices for North Texas residents, and are designed for drivers who want a reliable and time-saving trip to various destinations.

WORK



HOME



SPORTS



AIRPORT



TEXPRESSLANES.COM