

INFORMATION SYSTEM & ECONOMIC OPPORTUNITIES

JUNE ONLINE INPUT OPPORTUNITY

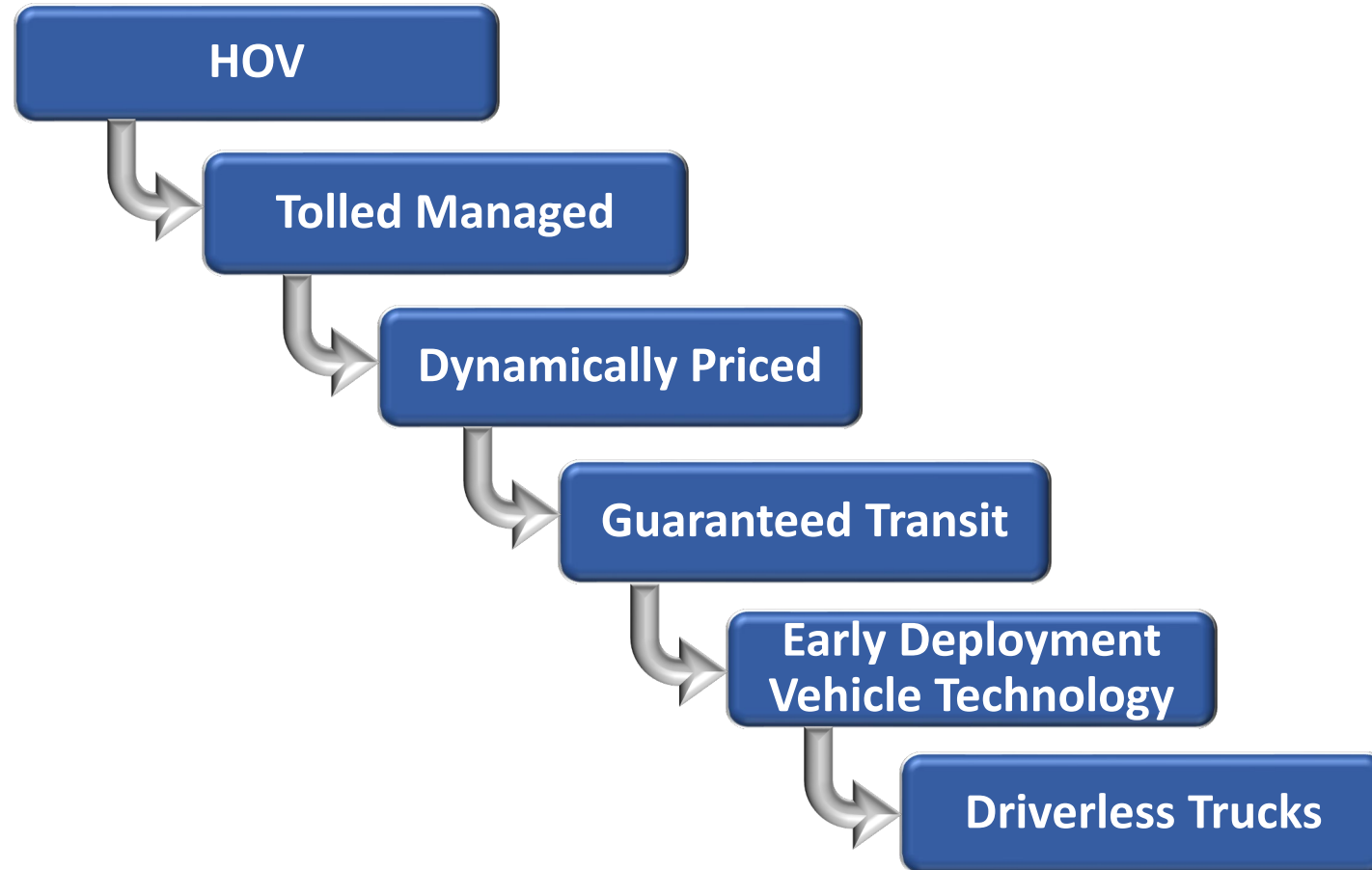
Michael Morris, PE

Director of Transportation

June 4, 2020



DFW MANAGED LANES EVOLUTION (NO HIGHER, NO WIDER)

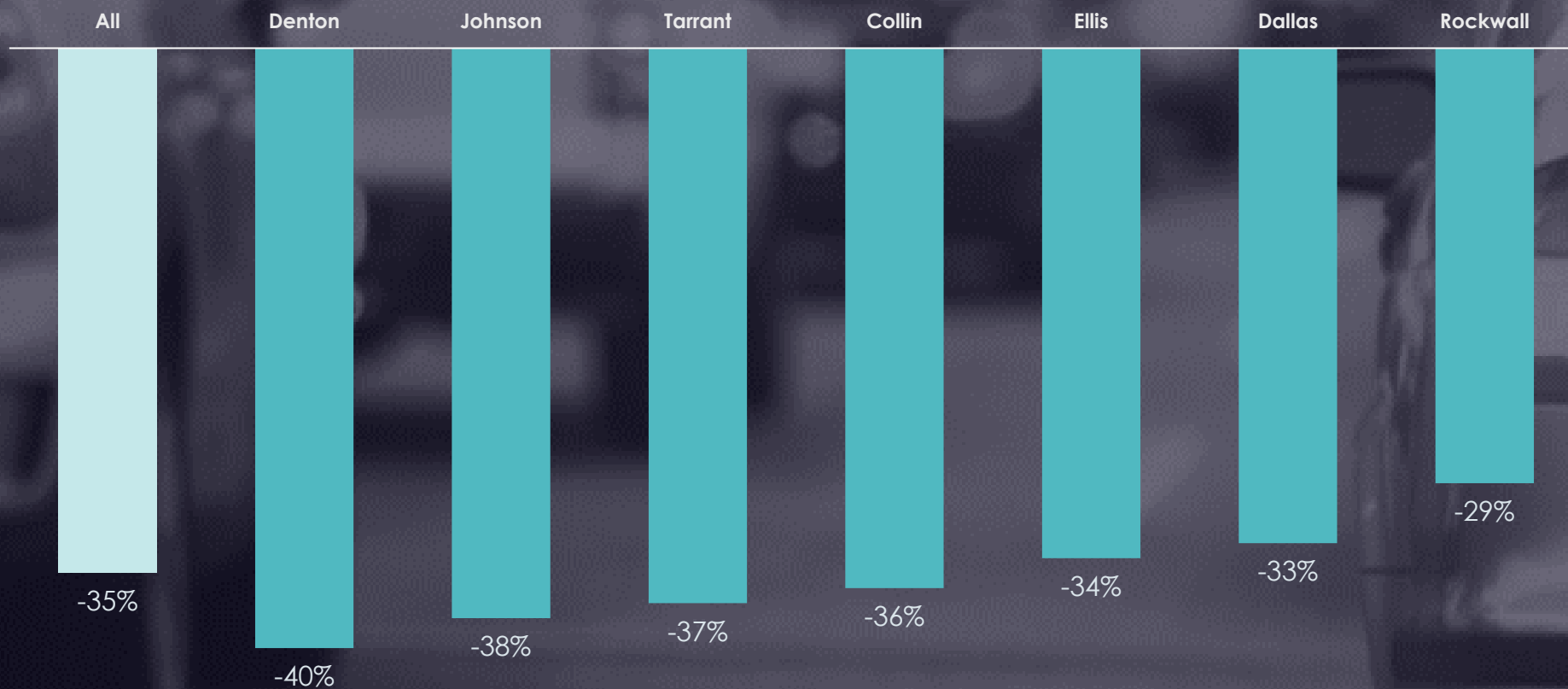


POLICY METRICS: RTC4U

1. Travel behavior response to COVID-19
2. Financial implications to traditional revenue sources
3. Benefits of travel behavior responses to areas of RTC responsibility (e.g., Congestion Management System, national performance measures, ozone standard)
4. Prioritization of infrastructure improvements that offset unemployment increases

FREEWAY VOLUME, ALL WEEK

Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

DO WHAT WE NEED, NOT WHAT WE WANT

Existing Funding Constraints

Financial Crisis Response from 2009

Lower Cost of Construction (25%)

Federal Infrastructure

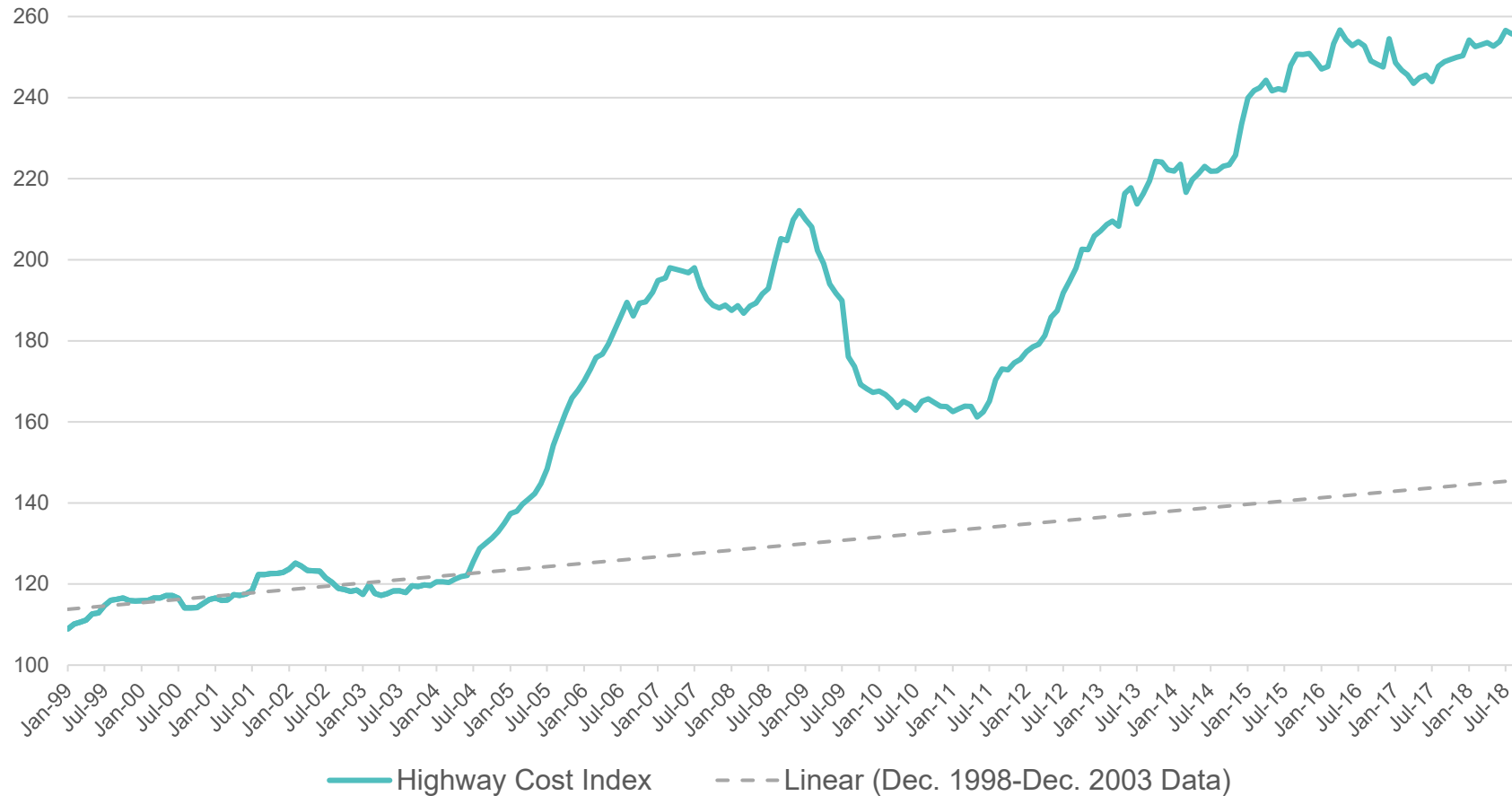
State P3

0% Interest

Large Technology Jumps

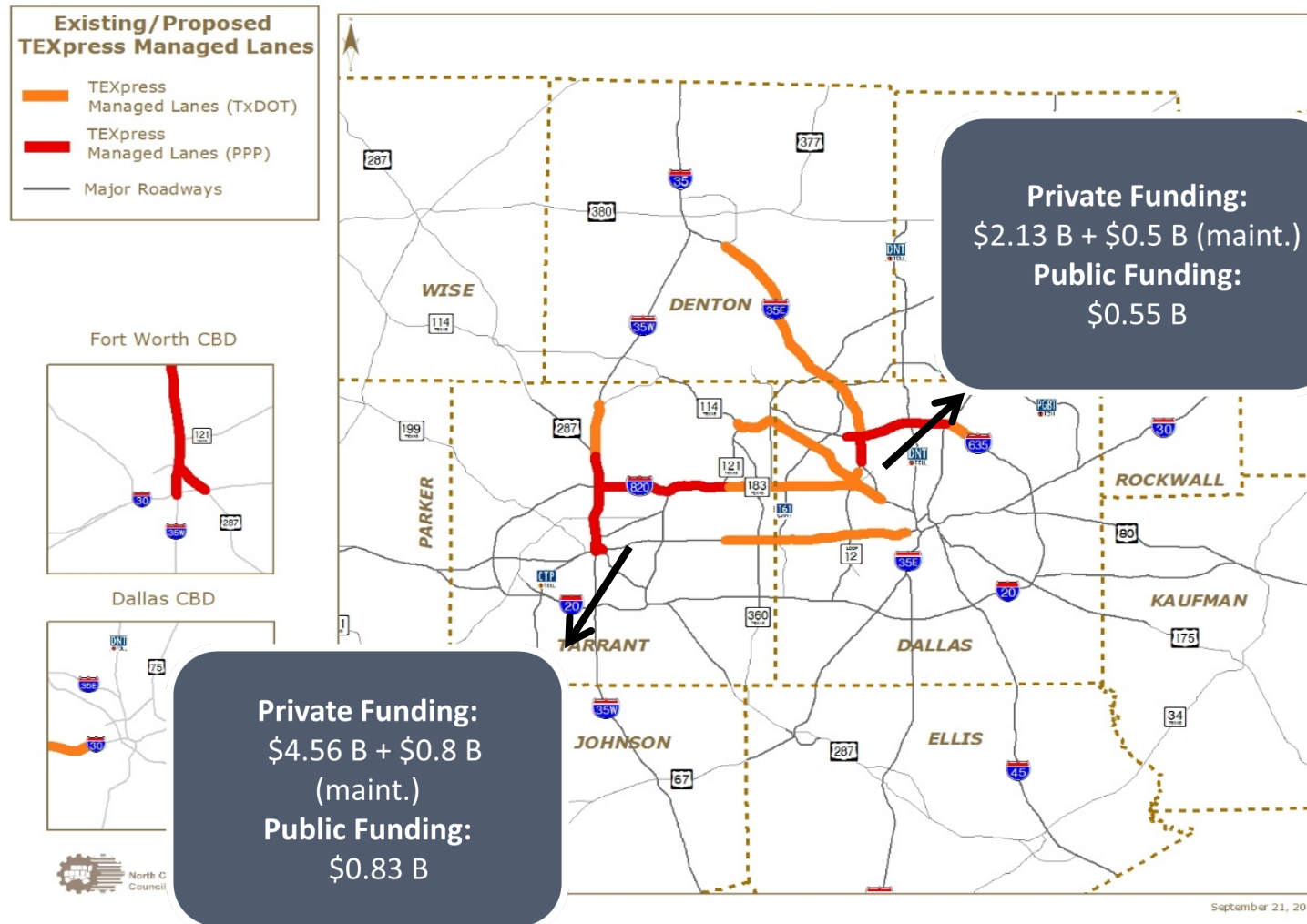
Formula Allocation

TAKE ADVANTAGE OF LOWER CONSTRUCTION INFLATION COSTS



LEVERAGING/INNOVATIVE FUNDING

Tolled Managed Lane Operators



INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance these improvements.

The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

| Capacity Improvements | \$ in Millions | Notes |
|---|----------------|---|
| SH 183/NTE Segment 1 & 2W Widening | \$162 | Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W |
| Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E) | \$860 | This section of 5.3 miles would be built and operated by private sector as an extension of the current facility |
| Build 2+2 managed lane from SH 161 to Story Rd | \$270 | Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles) |

\$1,292

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston (FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4, 2020 – 6:00 pm)

COVID-19 #00X Program