

TEXPRESS LANES PRESENTATION SCRIPT

Slide 1 – Cover Slide

Slide 2 – Regional Growth (maps)

The Dallas-Fort Worth area has more than 8 million people living in the 16-county region and continues to add more than one million new residents per decade. You can see the expected growth in these two maps showing the anticipated change in population density between 2023 and 2045. Population projections show that by 2045 the region will be home to 11.4 million people. The Texas Legislature has approved additional funding for transportation revenue of the past two legislative sessions and revenue for transportation has increased. However, current transportation revenue for new transportation programs and improvements to existing infrastructure is still not keeping pace with the need to maintain existing facilities and provide capacity improvements for the growing population.

Slide 3 – Regional Growth (table)

This chart shows expected regional growth and how that growth impacts congestion. Growth is continuing and, again, with the addition of over 3 million new residents, a greater demand to move people and goods will be placed on an already stressed and aging transportation system. You can see here how population growth affects vehicle miles of travel, vehicle hours spent in delay and travel times, will all increase due to congestion. Congestion will increase travel times by 59 percent and the annual cost of congestion will increase from \$13.3 billion in 2023 to \$30.1 billion in 2045.

Slide 4 – Congestion Levels

You can see here the 2045 levels of congestion and delay that will cost about \$30.1 billion. Much of the region will experience moderate to severe levels of congestion, especially in Dallas, Tarrant and Collin counties, but also expanding out in all directions. This map is an example how current transportation funding will not keep pace with the need to maintain and provide capacity improvements for the growing population, and increasing congestion throughout the region. A growing population brings jobs and economic development, which is great for the region, but a greater demand to move people and goods will be placed on an already stressed and aging transportation system. Strategic use of limited revenue is fundamental to maintaining a vibrant economic and social environment.

Slide 5 – Funding Challenges

Here are some examples of funding challenges we are now facing. State and Federal gas taxes have not increased since 1991 and 1993, respectively, and have lost much of their purchasing power due to more fuel efficient vehicles and increased construction costs. Even with recently approved transportation funding measures, the region only has enough funding to complete a portion of the projects needed to reduce congestion. Traditional transportation funding methods cannot sufficiently fund our roadways anymore and alternative methods have been explored and must be maintained into the future.

Slide 6 – Exploring Alternatives

One alternative method is the use of TEXpress Lanes. North Texas transportation leaders have worked collaboratively over the last decade to build transportation projects to keep up with the growth and fuel economic development and prosperity in our region. TEXpress Lanes are one way of expediting projects

that would have otherwise had to wait years until the money was available from gas taxes and other traditional means. TEXpress Lanes not only expedite projects, but once complete, they create extra capacity, provide reliable travel times, pay for their maintenance over time, and provide an option to drive on rebuilt, non-tolled lanes too.

Slide 7 – What are TEXpress Lanes?

Many North Texas residents have been on roads with the new TEXpress Lanes, but many still ask, “What are TEXpress Lanes?” TEXpress Lanes are unique toll lanes that are built within an existing highway. The rebuilt corridors include frontage roads, bypass lanes, non-tolled lanes and tolled lanes with operations and maintenance costs paid by the private sector in many corridors, reducing reliance on gas tax funding. They add additional capacity to the highway to accommodate more traffic to relieve congestion.

Slide 8 – How do TEXpress Lanes Work?

You can see a cross-section of the roadway showing the different lanes in one corridor. Many residents may already know what the lanes are, but may not know exactly how they work. So how do they work? Pricing on TEXpress Lanes is adjusted based upon the average speed and number of drivers in the TEXpress Lanes. Drivers are notified of the price they will pay on the toll pricing signs prior to entering any segment of the TEXpress Lanes.

Slide 9 – NTE TEXpress Usage Facts

Now that TEXpress Lanes are open throughout the region, data is being collected on the typical driver’s usage. On the North Tarrant Express, 3 million toll tags, out of 5.3 million total active toll tags in the North Texas region, have been recorded. The average TollTag user chooses the Lanes occasionally – or for 1 in every 5 trips. This averages out for most drivers who choose the lanes to have a bill of \$5-\$15 per month. This is the equivalent to a couple of lattes per month, or even a Netflix subscription.

Slide 10 – TEXpress Lanes Compared to Toll Lanes

And the next question may be, “How do TEXpress Lanes compare to toll roads that we have seen in the region for years?” TEXpress Lanes and toll roads operate differently. Toll roads charge standard, non-fluctuating toll fees, unlike TEXpress Lanes. TEXpress Lanes add capacity alongside non-tolled lanes and use a pricing model with rates that fluctuate depending on the flow of traffic. Prices on the TEXpress Lanes increase as traffic in the lanes increases. When traffic is steady in the TEXpress Lanes, the rate will decrease.

Slide 11 – System Map

TEXpress Lanes are operating in several corridors in the Dallas-Fort Worth area to provide more reliability for motorists. Here is a system map of TEXpress Lanes that are currently open, as well as corridors that are planning to open over the next few years. TEXpress Lanes can be found throughout the region, including Dallas, Denton and Tarrant counties, as shown on the map.

Slide 12 – Operating Projects

This slide shows an overview of the TEXpress operating projects. The North Tarrant Express, or NTE TEXpress, is 13.3 miles long and has been open since October 2014. The project represents a \$2.1 billion

investment and 28% of the project was funded with public dollars. LBJ TEXpress is also 13.3 miles long and has been open since September 2015. This project cost \$2.6 billion and public dollars accounted for 18%. The NTE 35W TEXpress project cost \$1.4 billion and public dollars covered 5% of the project. NTE 35W TEXpress opened in July 2018.

Slide 13 – Choosing TEXpress

Motorists have a choice, based on their own needs, each time they are on a roadway with TEXpress Lanes. Drivers can always choose to drive in the improved, non-tolled lanes or choose to drive in TEXpress Lanes. Their choice can vary, depending on their circumstances that day. Drivers can choose to pay a toll for a reliable trip with a predictable travel experience, if needed on that day.

Slide 14 – Choosing TEXpress

TEXpress Lanes are designed for drivers who want a reliable and time-saving trip to reach many destinations. Again, they can save time getting to their destination with reliable speeds, or they can drive at no cost in the adjacent, non-tolled lanes. Do you need to get to the airport quick? Do you have to make it to a child's baseball game? Taking the TEXpress Lanes may be your choice at those times. Drivers can make the best choice for them based on their own needs each time they drive on a roadway with TEXpress Lanes. And when a motorist does choose TEXpress Lanes, commutes do not have to be expensive. TollTag, TxTag or EZ Tag customers and carpoolers get the lowest toll rates.

Slide 15 – TEXpress Lanes are for Everyone

TEXpress Lanes are for everyone, as you can see in this graphic. Just over eight million people live in the Dallas-Fort Worth region and over twenty-five million different vehicles have used the LBJ, NTE, and NTE 35W TEXpress Lanes to date. Managed lane trip averages about eight miles per trip. 85% of drivers who use managed lanes take less than two trips per week, only when they need it. Over 90% of managed lane trips cost less than \$10 and 73% of users surveyed view TEXpress lanes favorably. These statistics emphasize that the lanes are truly for everyone.

Slide 16 – Benefits

TEXpress Lanes also have many benefits. Reducing congestion is the main benefit that you may be aware of, but TEXpress lanes also encourage economic development in the region and improve air quality. As more growth and development occurs, the need for reliable transportation increases, making TEXpress Lanes a needed choice for residents.

Slide 17 – Reduces Congestion

TEXpress Lanes allow for expanded capacity, or more vehicles traveling in the additional roadway space, without reducing efficiency. This means that more cars can travel in the corridor at faster speeds than before the TEXpress Lanes were built. Managed lanes are intended to keep the flow of traffic above 50 miles per hour at any time of day.

Slide 18 – Economic Development

Along with reduced congestion, economic development is another benefit of TEXpress Lanes. Improved transportation corridors not only encourage economic development, but also increase property values and bring additional tax revenues. The Dallas-Fort Worth Area is consistently among the fastest growing

metropolitan areas in the nation, with much of the development occurring along tolled corridors. These corridors attract major corporations and new residents, leading to increased property values and additional tax revenues for local governments and school districts.

Slide 19 – Air Quality

Another benefit of TEXpress Lanes is improved air quality. The US Environmental Protection Agency (EPA) has designated ten counties in North Central Texas as nonattainment for the pollutant ozone. These standards are designed to protect human and environmental health, and ground-level ozone in the region is consistently monitored and targeted for reductions due to its potentially harmful effects. Less stop-and-go traffic conditions, as seen in corridors with TEXpress Lanes, help reduce emissions, which helps improve air quality.

Slide 20 – (Concluding slide)

It's all about drivers who want a more reliable commute today. With the continued growth of the region and transportation funding not being able to keep pace, TEXpress Lanes provide an alternative to traditional funding methods. TEXpress Lanes are a needed choice for North Texas residents. For additional information on TEXpress Lanes, please visit www.texpresslanes.com.