IH 635 EAST PHASE 3
From US 75 to IH 30

Regional Transportation Council
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IH 35W

Segment 3A

Segment 3B

Segment 3C
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

<table>
<thead>
<tr>
<th></th>
<th>Regional Transportation Council</th>
<th>Texas Transportation Commission</th>
<th>Texas Representatives and Senators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Timeframe</strong></td>
<td>Short Term, Long Term</td>
<td>Short Term, Long Term</td>
<td>Short Term</td>
</tr>
<tr>
<td><strong>Geography and Population Size</strong></td>
<td>DFW Region</td>
<td>State of Texas</td>
<td>District</td>
</tr>
<tr>
<td><strong>Scale</strong></td>
<td>System</td>
<td>System</td>
<td>Project</td>
</tr>
<tr>
<td><strong>Focus</strong></td>
<td>Multimodal, Address, Congestion, Air Quality</td>
<td>Rural/Urban Balance, System, Preservation</td>
<td>District Needs, Revenue, Oversight, Transparency</td>
</tr>
</tbody>
</table>
Regional Funding

Roadway Expenditures $ 52 B

Regional Roadway Needs $ 389 B

Shortfall $ 337 B

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
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.

Dallas-Fort Worth's congestion is offset with transportation investments.

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

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
Toll Managed Lane System Policy Boundary

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

<table>
<thead>
<tr>
<th>Family</th>
<th>Option</th>
<th>Express Lane Alternative Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family 1</td>
<td>1</td>
<td>No Build</td>
</tr>
<tr>
<td>Family 2</td>
<td>2</td>
<td>Express Lane All the Way</td>
</tr>
<tr>
<td>Family 3</td>
<td>3,4,5</td>
<td>No Express Lane</td>
</tr>
<tr>
<td>Family 4</td>
<td>6,7,8</td>
<td>Tolled Managed Lane to Royal Miller/Nothing East</td>
</tr>
<tr>
<td>Family 5</td>
<td>9</td>
<td>Tolled Managed Lanes to Royal Miller/Non-Tolled Rest of the Way</td>
</tr>
<tr>
<td>Family 6</td>
<td>10,11,12</td>
<td>Tolled Managed Lanes the Whole Way</td>
</tr>
</tbody>
</table>
IH 635 EAST POTENTIAL AREAS OF RISK

- Consistency with Draft Mobility 2045 (23 CFR 450.326(i))
- Congestion Management Process (23 CFR 450.322)
- Air Quality Conformity (40 CFR 90.109)
- RTC Policy Consistency (RTC P17-01)
- Environmental Clearance (43 TAC 2.85)
- No Toll Conversion Restriction (Texas Transportation Code 228.201)
- State Implementation Plan (40 CFR 93.113(a))
- Existing Tolled Managed Lane (CMAQ) (23 USC 116, 23 USC 149)

Public Review and Comment

Family 6

Reevaluation

Family 6
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
Approve RTC Resolution R18-01

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

- 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 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 8 – 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 9 – Tolled Managed Lanes & Non-Tolled Express Lanes

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

- From US 75 to Royal Lane/Miller Road
  - Ten General Purpose Lanes
  - Four Tolled Manage 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