UPDATE ON TEXAS CONGESTION RELIEF INITIATIVE

Texas Transportation Commission Meeting

November 19, 2015
Population – 1974 and 2015

Population 1974
- 1 - 50,000
- 50,000 - 250,000
- 250,000 - 1,000,000
- 1,000,000 - 1,500,000
- over 1,500,000

Data Source: U.S. Bureau of the Census

Population 2015
- 1 - 50,000
- 50,000 - 250,000
- 250,000 - 1,000,000
- 1,000,000 - 1,500,000
- over 1,500,000

Data Source: U.S. Bureau of the Census
Population – 2015 and 2050 (projected)
According to the Texas A&M Transportation Institute (TTI): “The most congested metropolitan highways in Texas are becoming even more crowded, resulting in lost time and wasted fuel topping $12.5 billion per year — approximately $1,200 for the average commuter in large- and medium-sized Texas metropolitan areas.”

Nearly two-thirds of Texas residents live in urban areas that are ranked in the 30 most congested U.S. metropolitan areas:

– Austin
– Dallas
– Fort Worth
– Houston
– San Antonio
Major metropolitan area congestion

- Austin, Dallas, Fort Worth, Houston, and San Antonio:
  - Only metro areas in Texas with populations currently over 1 million
  - Represent more than 65% of the Texas population
  - Home to 97 of the top 100 most congested roadway segments in Texas in 2015.
  - Each have at least 11 segments on the top 100 most congested roadway segments in Texas in 2015.
  - Have an average of 52.6 annual hours of delay per commuter in 2015.
On September 24, 2015, Chairman Lewis appointed Commissioner Bugg to lead the Texas Transportation Commission’s “Congestion Relief Initiative.”

“The State of Texas is spurring economic development and creating jobs by making an historic investment to build more roads and improve our infrastructure. That's why today I am directing the Texas Transportation Commission to create a focused initiative to identify and address the state's most congested chokepoints and work with transportation planners to get new roads built swiftly and effectively.”

- Governor Greg Abbott, September 23, 2015
Proposition 1 authorized a portion of oil and gas revenue to the State Highway Fund (SHF). Passed with 80% of votes in November 2014, it provides the following revenue:

- FY 2015: $1.74 billion
- FY 2016: $1.13 billion
- FY 2017: ~$600 million (projected)
- Future year revenue based on severance tax revenues and legislative action.

The 84th Legislature eliminated the appropriation of up to $650 million per year from the SHF in other agencies’ budgets.

Proposition 7 authorizes additional sales tax revenues to the SHF. Passed with 83% of votes in November 2015, it could provide the following revenue:

- Projected $2.5 billion per year starting in FY 2018
- With the addition of certain motor vehicle sales and rental tax revenues beginning in FY 2020, total projected to grow to $3 billion per year by FY 2021
Performance-based programming effort

- Adhere to performance-based planning and programming principles of MAP-21 and HB 20.
- TxDOT is developing performance measures, goals and trends:
  - TxDOT’s Core Strategy Team (Mission, Vision, Values and Goals)
  - HB 20
  - US DOT/MAP-21 National Performance Measures
- These efforts recognize that needs continue to exist in all transportation areas; however, congestion represents the most current and compelling need.
Action items addressing congestion

- TxDOT must use existing and additional revenue sources to balance congestion needs with other statewide priorities.
  - Safety
  - Preservation and maintenance
  - Connectivity
  - Freight and border infrastructure

- TxDOT will implement a focused congestion initiative to address our most congested areas, using current and anticipated UTP funding.
  - Major corridor improvements
  - Interchange and bottleneck improvements
  - Innovative traffic management techniques
  - Traffic management system improvements
Innovative traffic management techniques

- Single Point Urban Interchange
- Managed lane “T” ramp
- Converted U-Turn lanes to add additional left turn movements
- Access management: raised median and channelized turn movements
- Truck lane restrictions
- Use of technology to share traffic information
Improving TMS has potential annual societal value of $1.2-$2.3B from improved safety and reduced congestion.

- **TMS can reduce 6 to 14% of congestion on TxDOT roads**
  - $4.5B: Total cost to State from congestion on TxDOT roads (2014)
  - $3.4B: 75% of all congestion concentrated in 100 highway segments
  - 6-14% Benchmark impact of traffic management

- **3-5% of crashes and 40-90 deaths can be avoided each year**
  - ~480K crashes occur on Texas on all roads (2014)
  - ~50% of Texas crashes [255K] occurred on TxDOT managed roads
  - ~20% of Texas crashes [96K] are addressable by TMS solutions
  - 3-5% Benchmark impact of traffic management

- **$0.3-$0.6B**
  - (11-28 million hours of delay reduced per year)

- **$0.9-$1.7B**
  - (11-20k crashes, 40-90 deaths avoided yearly)

**$1.2 - $2.3B per year**
Next steps for focused congestion relief initiative

- Work with districts and local stakeholders to identify future project opportunities:
  - Short-term construction opportunities
  - Traffic management system improvements
  - Future opportunities for Proposition 7 funding in FY 2018

- Target major metropolitan area districts (Austin, Dallas, Fort Worth, Houston, and San Antonio) but consider needs statewide.

- Develop website to highlight current congestion efforts, future opportunities and facilitate stakeholder input.

- Consider program funding in February UTP update.
  - January Commission briefing
  - February quarterly revision
Texas is a big state and congestion is a big problem. TxDOT is aggressively developing solutions to ease congestion!

Top 100 Congested Roads

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View Congestion Map

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- [2015 Most Congested Roadways in Texas](#)
- [Analysis Procedures and Mobility Performance Measures](#)
Questions?
## Sample of preliminary MAP-21 performance results

<table>
<thead>
<tr>
<th>Performance Area</th>
<th>Performance Measure</th>
<th>2014 Target</th>
<th>2014 Actual</th>
<th>2018 Forecast**</th>
<th>2025 Forecast**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion</td>
<td>Hours of Delay on the National Highway System (million/year)</td>
<td>428.3</td>
<td>497.7 (+16%)</td>
<td>578.5 (+16%)</td>
<td>683.4 (+18%)</td>
</tr>
<tr>
<td>Interstate Pavement Conditions</td>
<td>Interstates with “Good” Pavement Rating, based on IRI* (%)</td>
<td>68.1%</td>
<td>72.8% (+6.9%)</td>
<td>69.7% (-4.3%)</td>
<td>69.6% (-)</td>
</tr>
<tr>
<td>Other Highway Pavement Conditions</td>
<td>Other National Highway System with “Good” Pavement Rating, based on IRI* (%)</td>
<td>51.6%</td>
<td>58.0% (+12.4%)</td>
<td>53.6% (-7.6%)</td>
<td>53.4% (-)</td>
</tr>
<tr>
<td>Bridge Conditions</td>
<td>Bridges with rehabilitation or replacement needs</td>
<td>840</td>
<td>757 (-11.0%)</td>
<td>620 (-18.1%)</td>
<td>360 (-41.9%)</td>
</tr>
<tr>
<td>Safety</td>
<td>Fatalities per 100 million vehicle-miles travel (5 year average)</td>
<td>1.36</td>
<td>1.36</td>
<td>1.38 (+1.5%)</td>
<td>1.37 (-0.7%)</td>
</tr>
</tbody>
</table>

**Green** – positive trend, **Red** – negative trend, *IRI* is International Roughness Index.

**Forecast made in 2014, based on known revenues only. Does not include Prop 1/Prop 7 or other potential funding sources.**