

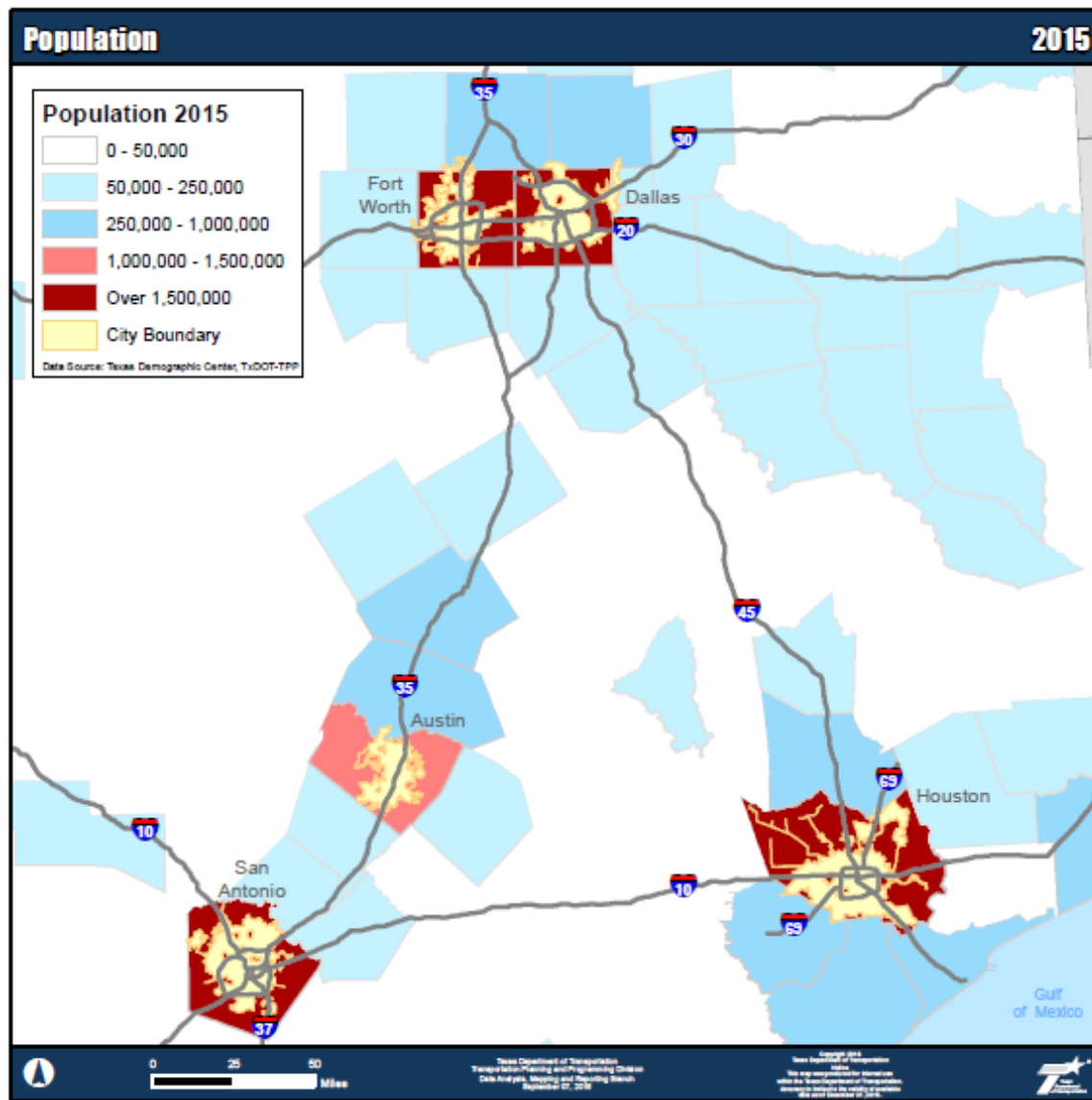


TXDOT CONGESTION RELIEF INITIATIVE, INCLUDING **TEXASCLEARLANES**

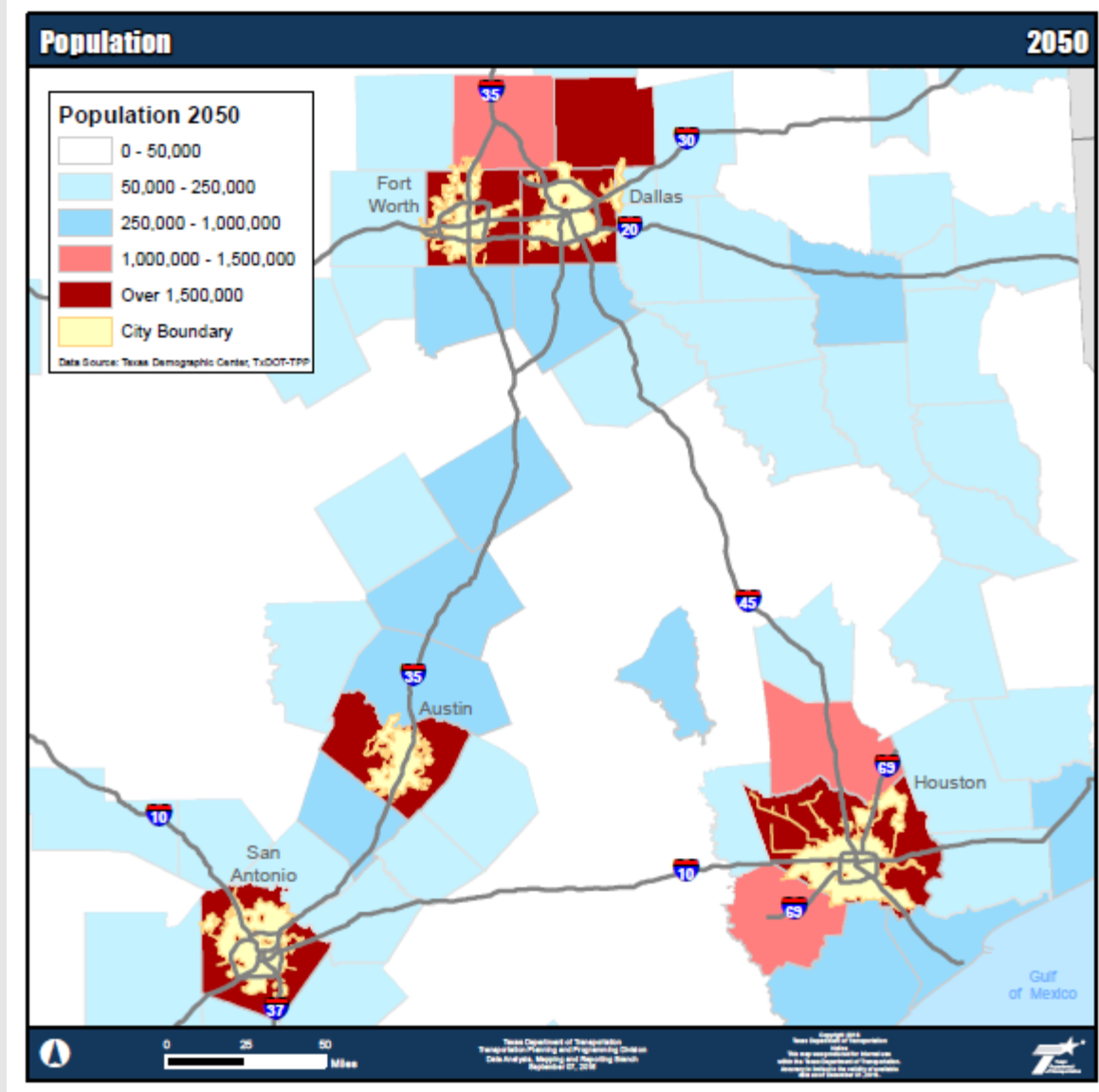
Commissioner J. Bruce Bugg, Jr.
February 6, 2017



Highway transportation in Texas: Today and our future

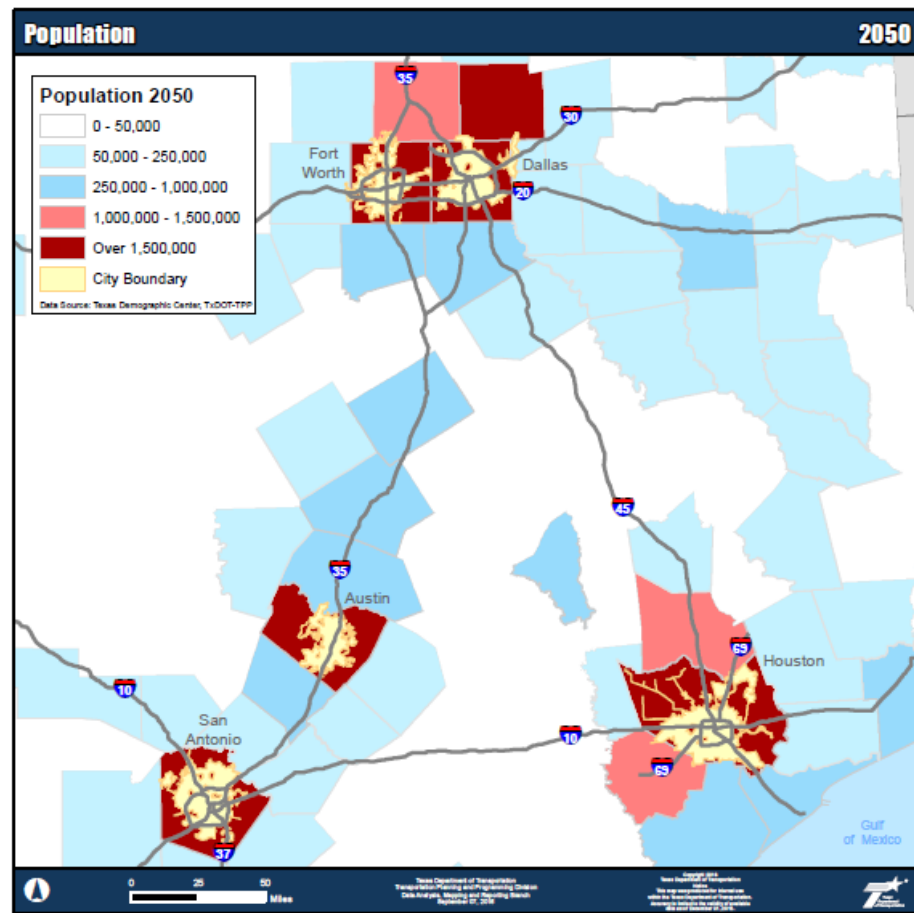
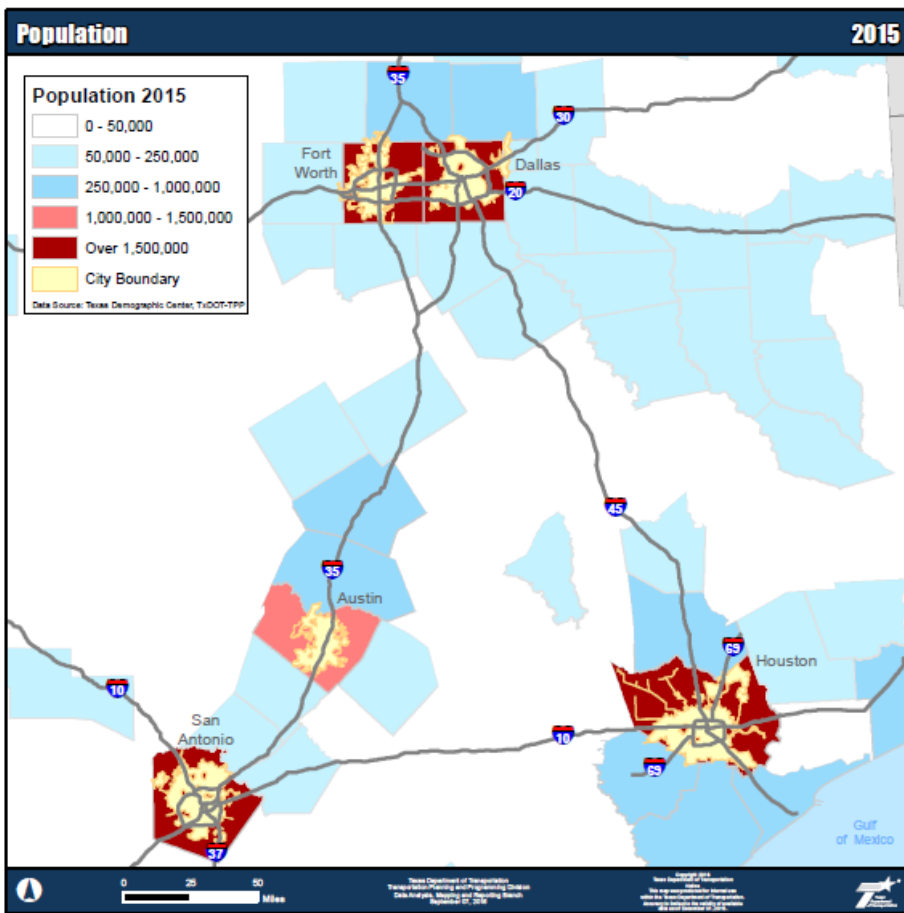


Highway transportation in Texas: Today and our future



Highway transportation in Texas: Today and our future

In 2015, the state demographer estimated that Texas' population could potentially double by 2050.



Population Projections

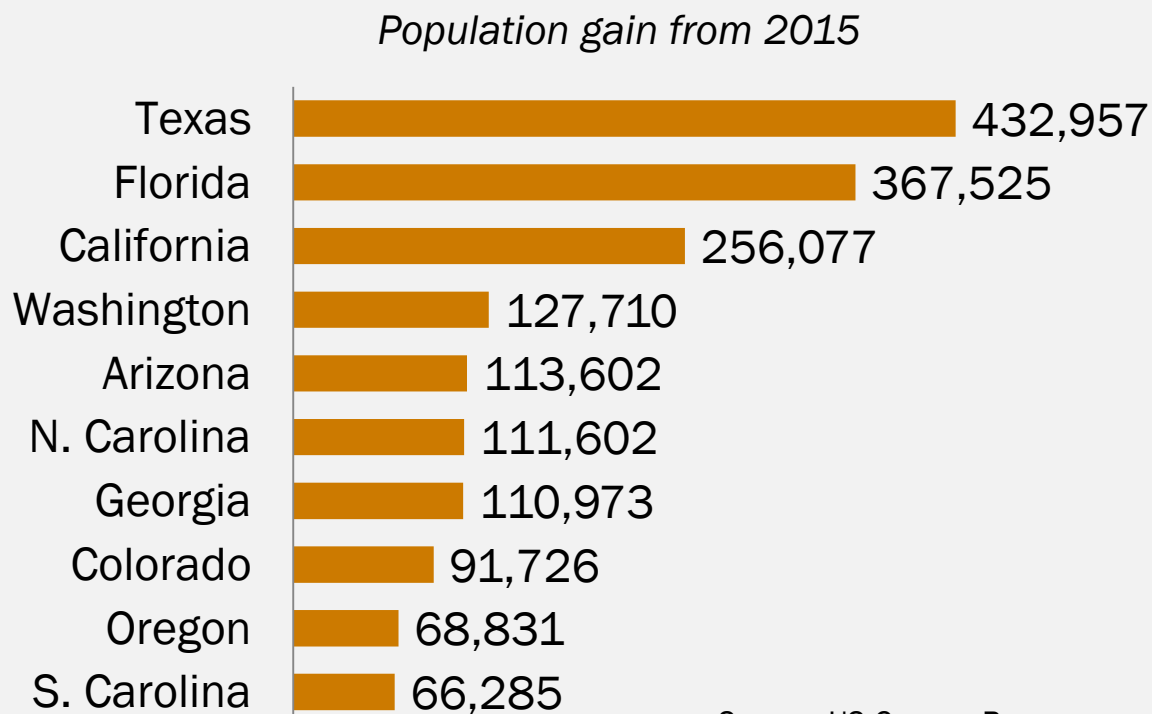
Area Name	2015	2050	Percent change (2015-2050)
Austin-Round Rock	1,990,437	5,176,940	160.1%
Dallas-Fort Worth-Arlington	7,117,896	16,367,293	129.9%
Houston-The Woodlands-Sugar Land	6,622,047	14,221,267	114.8%
San Antonio-New Braunfels	2,380,005	4,294,232	80.4%

Highway transportation in Texas: Today and our future

Recently released US Census Bureau data show Texas adds about 1,200 new Texans each day and has the biggest population jump of any state in the country.

Top 10 states in numeric growth

Utah had the highest percentage population increase at 2 percent, but Texas led the way in the number of people who moved here in 2016



Source: US Census Bureau

The mandate from Texas voters

- In 2014, Proposition 1 was overwhelmingly passed by voters by 80 percent
 - Directs a portion of oil and gas severance tax revenue to the State Highway Fund. In 2015, Proposition 1 generated \$1.74 billion and estimates that \$440 million will be generated in 2017.
- In 2015, Proposition 7 passed by voters by 83 percent.
 - Directs a portion of the growth of state sales tax and the motor vehicle sales tax to the State Highway Fund. In 2018, it will generate \$2.5 billion and will grow to \$3 billion a year by fiscal year 2021.

Governor Abbott and the Texas Legislature's response

- Governor Abbott responded to the mandate by Texas voters in his first “State of the State” on Feb. 17, 2015, by calling on the Texas Legislature to “add more than \$4 billion a year to build more roads in Texas without raising taxes, fees, tolls or debt.”
- 84th Texas Legislature accomplishments towards transportation funding:
 - Ending diversions \$650 million per year
 - Legislation for Prop. 7 in November 2015

Governor Abbott's directive to the Texas Transportation Commission

“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

On Sept. 24, 2015, Chairman Lewis appointed Commissioner Bugg to lead the Texas Transportation Commission's Congestion Relief Initiative.

Texas Transportation Commission response to the voter mandate

- **TexasClearLanes.com** is a statewide strategic plan to provide congestion relief focused on Austin, Dallas, Fort Worth, Houston and San Antonio. Why these five major metro areas?:
 - Only metro areas in Texas with populations currently over 1 million.
 - Represent more than 65 percent of the Texas population. According to State Demographer Dr. Lloyd Potter, 86 percent of Texans live in counties along I-35 and east of the interstate.
 - Home to 97 of Texas’ “Top 100” most congested roadway segments based on the Sept. 1, 2016, Texas A&M Transportation Institute list:
 - Austin: 14 roadways
 - Dallas: 24 roadways
 - Fort Worth: 6 roadways
 - Houston: 45 roadways
 - San Antonio: 8 roadways
- In addition to **TexasClearLanes**, the TxDOT congestion relief initiative includes a statewide congestion relief focus on connectivity and strategic freight/trade corridors outside of the five major metropolitan areas.
- According to the Texas A&M Transportation Institute, 93 percent of Texans rely on a personal auto as primary means of transportation.



Texas Transportation Commission response to the voter mandate

- Internal taskforce of key TxDOT administration and district staff conduct on-going monthly meetings to review Texas Clear Lanes projects, timelines and funding requirements.
- The Commission listened to the needs and priorities of local stakeholders in these five metro areas. This effort led to the initial funding under **TexasClearLanes** \$1.3billion to the five metro areas allocated as follows:

Metro Area	Formula Distribution	Funding (\$ Million)
Austin	12.2%	\$ 158.6
Dallas	28.0%	\$ 364.0
Fort Worth	12.6%	\$ 163.8
Houston	34.1%	\$ 443.3
San Antonio	13.1%	\$ 170.3
	100.0%	\$ 1.3 billion

*Formula allocation based on Category 2 formulas

Future transportation funding: The \$70 billion 2017 UTP

- Unified Transportation Program (UTP) adopted by the Texas Transportation Commission on Aug. 25, 2016.
- First, priority of future funding: statewide maintenance of state highway and road system, safety and bridges \$24.2 billion total, with \$6.9 billion added.
- Increased funding for rural connectivity: \$6.6 billion total with \$6.2 billion added.
- Congestion relief initiative funding, including “Texas Clear Lanes:” of \$28.9 billion total with \$21.2 billion added.

FY 2017 UTP congestion relief funding

Statewide congestion funding for 10 years is \$28.9B including the following to each of the five major metros:

Metro Area	Funding (billions)
Austin	\$2.6
Dallas	\$6.7
Fort Worth	\$3.2
Houston	\$8.5
San Antonio	\$2.8
Total for 5 metros	\$23.7

Governor Abbott's approval of 2017 UTP

"The actions today by the Texas Transportation Commission represent a historic investment in our state's infrastructure. Texans have sent a loud and clear message that they are tired of sitting in traffic, and this funding plan will significantly address safety, maintenance, connectivity and congestion on our crowded highways. The plan presented by the commission will allow Texas roads to keep pace with our population growth, provide much-needed congestion relief for working Texans and put the Lone Star State well on its way towards having a first-in-class highway system for decades to come."

—Governor Abbott, August 25, 2016

Future transportation funding: The \$70 billion 2017 UTP

UTP Funding Categories	Anticipated Funding Distributed Over 10 Years of UTP by Category (\$ Million)		
	UTP Base	Increase in Funds & Project Adjustments	2017 UTP Funding
Category 1 – Maintenance & Rehabilitation	\$ 11,157	\$ 2,625	\$ 13,782
Category 2 – Metropolitan & Urban Corridor Projects	1,334	11,202	12,536
Category 3 – Non-Traditional Funding	4,572		4,572
Category 4 – Connectivity (Rural)	429	6,206	6,635
Category 4 – Connectivity (Congestion)		4,996	4,996
Category 5 – Congestion Mitigation/Air Quality (3 MPOs)	2,169		2,169
Category 6 – Bridge Programs	2,709	514	3,223
Category 7 – Metropolitan Mobility & Rehabilitation (Large MPOs)	4,241		4,241
Category 8 – Safety Programs	1,887	1,291	3,178
Category 9 – Transportation Alternatives Program	500		500
Category 10 – Special Federal Programs	557		557
Category 11 – District Discretionary	1,540	360	1,900
Category 11 – District Discretionary (Energy Sector Initiative)		2,079	2,079
Category 12 – Strategic Priority Projects	763	4,064	4,827
Category 12 – Strategic Priority (Congestion Initiative)		5,000	5,000
Total Allocated Funds	\$ 31,858	\$ 38,337	\$ 70,195

Congestion Relief Initiative funds include Categories 2, 4, 5, 7 and 12 equals \$28.9 billion.

Groundbreakings for first round of TexasClearLanes:

- Fort Worth at SH 121 from SH 114 to DFW Airport area on Aug. 30, 2016.
- Austin at IH35/51st on Sept. 7, 2016
- Austin at IH35/Oltorf on Sept. 7, 2016
- San Antonio at LP 1604 and Potranco Road on Sept. 12, 2016
- Fort Worth at SH 199 on Oct. 19, 2016