Texas Clear Lanes

Congestion Relief Initiative

April 2016

Governor Greg Abbott's Charge

In September 2015, Governor Greg Abbott directed the Texas Transportation Commission (Commission) and the Texas Department of Transportation (TxDOT) 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 …"*

In response to the Governor's charge, Commission Chair Tryon Lewis appointed Commissioner J. Bruce Bugg, Jr. to lead the- congestion relief initiative.

What is Congestion?

According to the Federal Highway Administration, "… highway congestion is caused when there are more vehicles than available space on the road, or, stated differently, when traffic demand approaches or exceeds the available capacity of the highway system." Bottlenecks and crashes are estimated to cause about 65% of the congestion on Texas roadways.[i]

The Commission's relief initiative, named Texas Clear Lanes , will focus on the state's five largest metropolitan regions, Austin, Dallas, Fort Worth, Houston, and San Antonio for the following reasons:

- Represent more than two-thirds of the state's population.
- Are the only metro areas in Texas with populations currently over 1 million.
- Are home to 97 percent of the state's most congested roads.

In addition, the Texas demographer's office projected in 2015, that the population in the state of Texas is projected to grow from 27.7 million in 2015 to possibly 54 million by 2050. (See the 2015 and projected 2050 maps attached as Exhibits)

Drivers in these five regions are each losing, on average, about 52 hours and $1,200 annually due to traffic congestion.[ii]

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[i] *2012 Urban Congestion Trends – Operations: The Key to Reliable Travel*, Federal Highway Administration, April 2013.
[ii] *2015 Urban Mobility Scorecard*, Texas A&M Transportation Institute.

Congestion Relief Initiative - Taskforce

Commissioner Bugg convened an internal taskforce of key TxDOT staff to evaluate the state's most congested chokepoints and develop a plan to identify options for meeting the Governor's charge. This taskforce includes:

- Executive Director
- Deputy Executive Director
- Chief Engineer
- Chief Financial Officer
- Dir. of District Operations
- Dir. of Communications & Customer Service
- Austin District Engineer
- Dallas District Engineer
- Fort Worth District Engineer
- Houston District Engineer
- San Antonio District Engineer

The Governor's Office transportation policy staff attends all taskforce meetings.

The initial activities of the task force include:

- Identifying primary congestion relief projects in the state's five largest and most congested metropolitan regions through consideration of:
  - Local congestion relief priorities;
  - Top 100 Most Congested Roadway Segments ranking;
  - Project readiness; and
  - Future funding availability.
- Working closely with Metropolitan Planning Organizations (MPOs) in the five major metropolitan areas to identify projects.
- Identifying key operational efforts that, with some investment, might significantly impact congestion relief (e.g., upgrades and enhancements to traffic management systems).

Congestion Relief Initiative – "Listening Tour" in the Five Metropolitan Areas

A series of meetings were held in each of the metropolitan regions to provide Commissioner Bugg and TxDOT leadership an opportunity to listen to and gather input from those most directly involved with the congestion and mobility issues in the areas. Meetings included:

- *Technical Meetings*: Local district engineers, MPOs, and regional toll and mobility authorities; and
- *Regional Stakeholder Meetings*: County judges, mayors and other local officials, state and federal elected officials and their staff, representatives of the Office of the Governor, and various regional transportation and transit stakeholders.

Hundreds of people participated in the "Listening Tour" meetings, including the Speaker of the Texas House of Representatives and other state legislators, eight county judges representing the state's six largest counties, and mayors from each of the five largest cities in Texas.

Congestion Relief Initiative – Regional Projects

At the January 27, 2016 Commission Workshop, Commissioner Bugg and taskforce members presented the results of the "Listening Tour" and their proposal for key congestion relief improvement projects to the Commission. At their February meeting, the Commission approved the task force proposal and provided an initial $1.3 billion of new funding for congestion relief in the state's five largest metropolitan regions.

The first step to implement the Texas Clear Lanes initiative includes 14 projects, which add up to more than 42 miles, including interchanges and flyovers, to target congestion relief at some of the state's worst chokepoints. The projects will be funded using 2 years of funding made available through legislative action in the 84th legislative session to end the diversion highway money for other agencies' use. The advancement of these projects to construction will produce an estimated cost savings of $438 million.

The Commission voted unanimously to approve the following funding on February 25, 2016:

Most Congested Metro Areas	U.S. Congestion Ranking	Funding (Millions)	Approved Projects
Austin	12	$158.6	4
Dallas	11	$364.0	2
Fort Worth	11	$163.8	3
Houston	8	$443.3	3
San Antonio	33	$170.3	2
Total		**$1,300.0**	**14**

See Appendix A for more information on the approved congestion relief projects.

Congestion Relief Initiative – Texas Clear Lanes

To help inform businesses, governments, drivers and travellers in Texas about TxDOT's efforts to address traffic congestion, the congestion relief initiative effort has been titled – Texas Clear Lanes. In addition, a website - TexasClearLanes.com has been developed to provide updates on these efforts and to provide communities and organizations an additional tool for sharing their ideas on how to clear the lanes and reduce congestion throughout state.

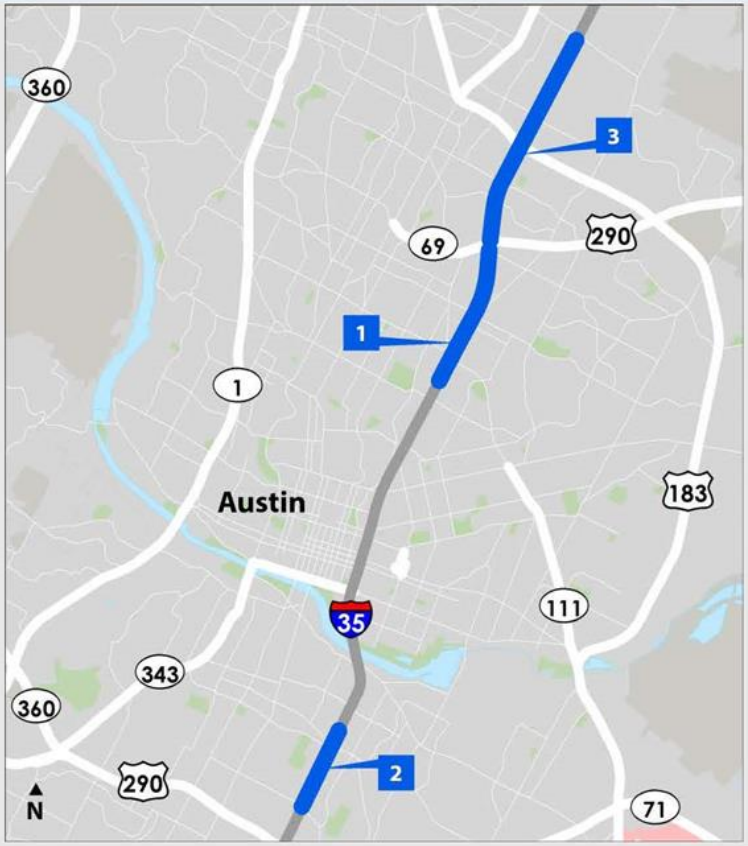
The focus and benefits of the Texas Clear Lanes initiative include:

- Target funds, made available via Texas legislative action to end diversions to other agencies, to most pressing infrastructure investment needs in congested metropolitan regions *(see Appendix B for TTI's Urban Mobility Scorecard for Texas);*
- Accelerate project delivery;
- Make decisions in a transparent, cooperative manner (Listening Tour, MPO coordination);
- Fill "needed funding" gap to move high priority projects to construction;
- Bring more projects closer to construction by providing funds for right of way purchases and engineering/project development;
- Focus on local chokepoints and deliver projects that have a positive effect on congestion regionally;
- Continue this, and prior Commissions' efforts to address mobility challenges caused by congestion in our state's largest metropolitan regions; and
- Establish improved engagement processes for future initiatives.

Texas Clear Lanes provides the foundation to support a sustained effort by TxDOT to work with local officials to aggressively address congestion priorities.

Appendix A – 2016 Congestion Relief Initiative Projects

Austin Project Priorities



	Project	Earliest Possible Let Date	Estimated Complete Date	Top 100 Segments Direct/ Indirect	Existing Funding	Congestion Initiative Funding	*Total Project Cost
1	IH 35: At 51st St.	Spring 2016	Summer 2018	D: 1,24 I: 29	$12.3 Million	$11.4 Million	$23.7 Million
2	IH 35: At Oltorf St.	Summer 2016	Fall 2018	D: 1,24 I: 29	$12.4 Million	$54.5 Million	$66.9 Million
†3	IH 35: Rundberg Ln. to US 290	Summer 2017	Summer 2020	D: 1,41,75 I: 29	$24 Million	$92.7 Million	$248 Million
4	Traffic Management System Upgrade	Spring 2016	Fall 2017	D: 1,24, 41,75 I: 29	$0	$10.0 Million	$48.7 Million †
	Total				$48.7 Million	$158.6 Million	$387.3 Million

Project Development & Construction Cost

† Project Not Fully Funded
*Includes ROW, Engineering, and Construction

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Dallas Project Priorities

	Project	Earliest Possible Let Date	Estimated Complete Date	Top 100 Segments Direct/ Indirect	Existing Funding	Congestion Initiative Funding	*Total Project Cost
1	IH 35E: IH 30 to North of Oak Lawn Ave	Spring 2017	Winter 2019	D: 5,16,19,22,70 I: NA	$21 Million	$100 Million	$121 Million
2	IH 35E/US67: US 67to Reunion Blvd./IH 20 to IH 35E	Spring 2017	Summer 2021	D: 5,16,19,22,70 I: NA	$401.5 Million	$264 Million	$665.5 Million
	Total				$422.5 Million	$364 Million	$786.5 Million

Project Development & Construction Cost

*Includes ROW, Engineering, and Construction

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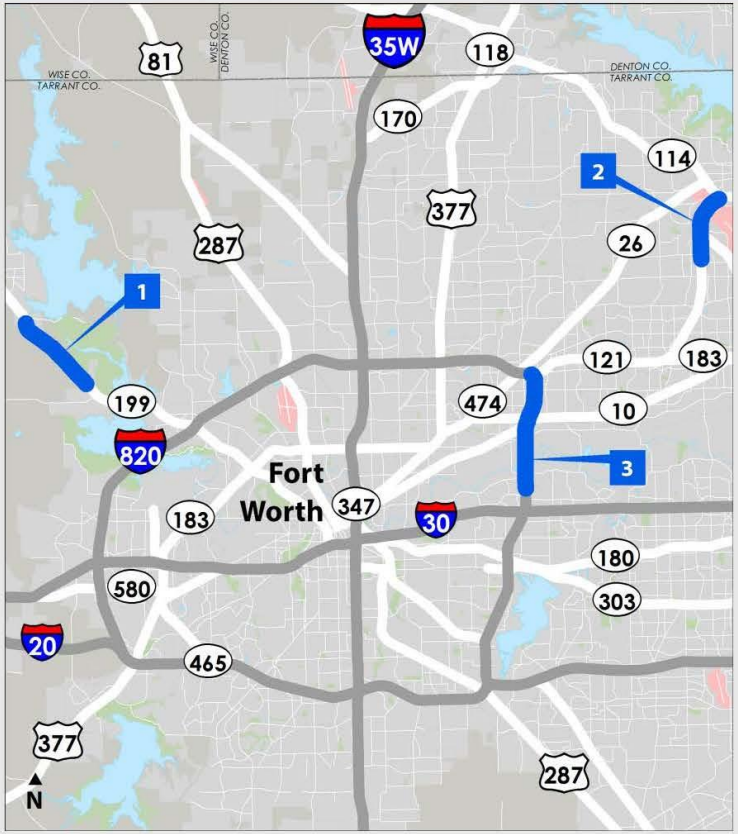
Fort Worth Project Priorities

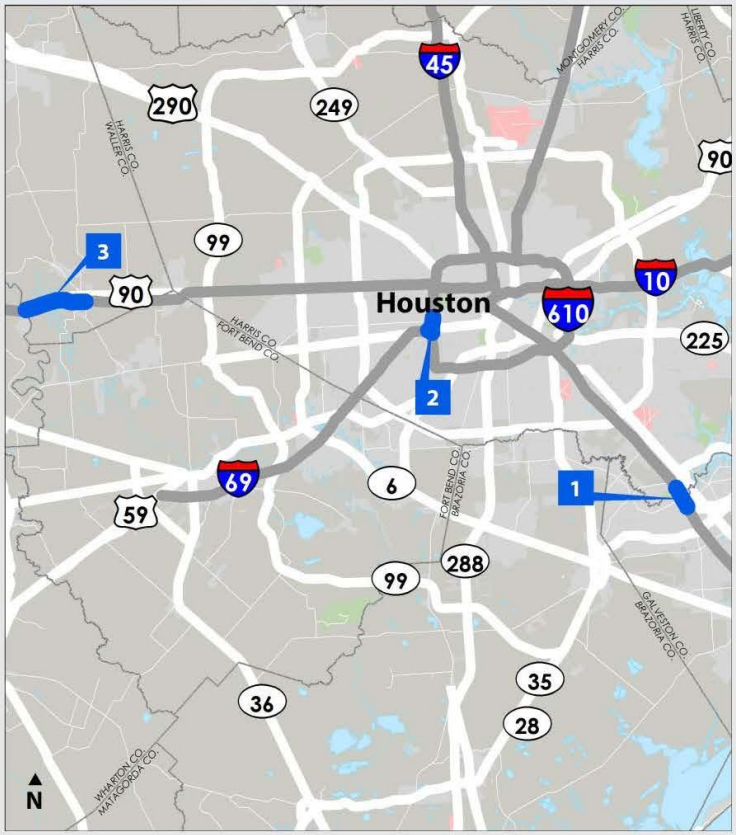


	Project	Earliest Possible Let Date	Estimated Complete Date	Top 100 Segments Direct/ Indirect	Existing Funding	Congestion Initiative Funding	*Total Project Cost
1	SH 199: N of Hanger Cutoff Rd to S of Nine Mile Bridge Rd	Summer 2016	2020	D: NA I: NA	$0	$56.5 Million	$56.5 Million
2	SH 121: SH 114 to Hall Johnson Rd	Spring 2017	2021	D: 48 I: NA	$0	$61 Million	$61 Million
3	IH 820: Randol Mill Rd to SH 121	Summer 2017	2021	D: 48,69,72 I: NA	$101.5 Million	$46.3 Million	$147.8 Million
	Total				$101.5 Million	$163.8 Million	$265.3 Million

Project Development & Construction Cost

*Includes ROW, Engineering, and Construction

Houston Project Priorities

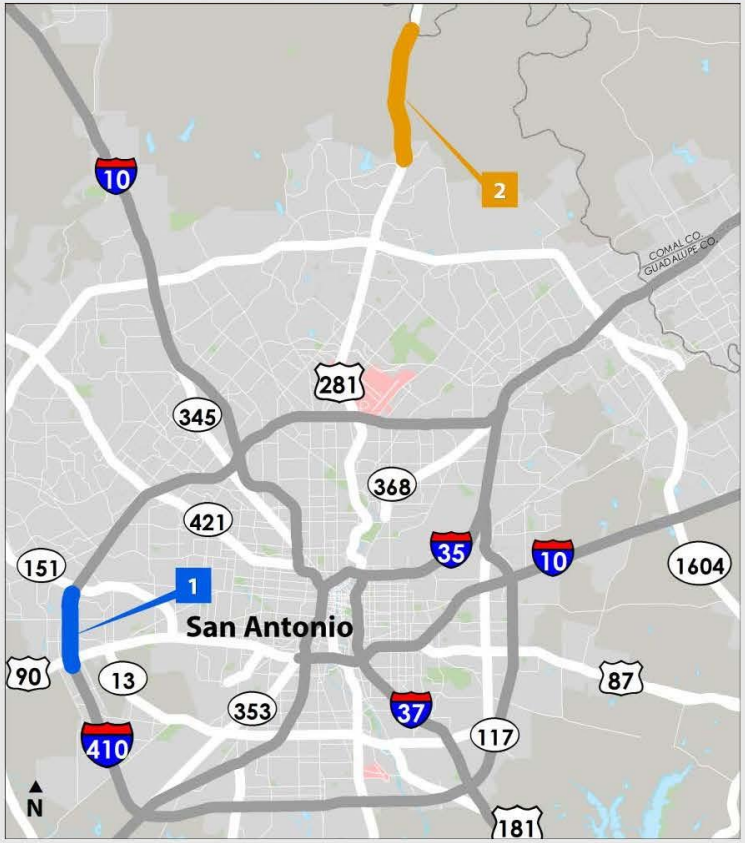


	Project	Earliest Possible Let Date	Estimated Complete Date	Top 100 Segments Direct/ Indirect	Existing Funding	Congestion Initiative Funding	*Total Project Cost
1	IH 45: NASA to FM 518	Spring 2017	Summer 2020	D: 20 I: NA	$5.9 Million	$106.4 Million	$112.3 Million
2	IH 610: At IH 69	Summer 2017	Spring 2021	D: 2,4,31,43 I: 11,14,25,54	$155.2 Million	$131.8 Million	$287 Million
3	IH 10: FM 359 to Brazos River	Summer 2017	Spring 2021	D: NA I: 30	$33 Million	$209.2 Million	$242.2 Million
	Total				$194.1 Million	$447.4 Million	$641.4 Million

Project Development & Construction Cost

*Includes ROW, Engineering, and Construction

San Antonio Project Priorities



	Project	Earliest Possible Let Date	Estimated Complete Date	Top 100 Segments Direct/ Indirect	Existing Funding	Congestion Initiative Funding	*Total Project Cost
1	IH 410: N of US 90 to S of SH 151	Summer 2016	Winter 2020	D: NA I: 57	$8.8 Million	$90.1 Million	$98.9 Million
2	US 281: N of Stone Oak to Bexar/Comal County line	Summer 2018	Winter 2022	D: 32 I: NA	$8.9 Million	$81.3 Million	$304 Million
	Total				$17.7 Million	$171.4 Million	$402.9 Million

Project Development & Construction Cost

Project Development Cost Only

*Includes ROW, Engineering, and Construction

Appendix B - Texas A&M Transportation Institute's Urban Mobility Scorecard – Texas

Urban Area	Population (000)	Auto Commuters (000)	Annual Excess Fuel Consumed per Auto Commuter (gal)	Annual Hours of Delay per Auto Commuter	Freeway Planning Time Index 95th Percentile Value	Annual Congestion Cost Total ($M)	Annual Congestion Cost per Auto Commuter ($)
Dallas-Fort Worth-Arlington	5,485	2,573	22	53	2.65	4,202	1,185
Houston	5,000	2,408	29	61	3.13	4,924	1,490
San Antonio	1,935	989	20	44	2.12	1,462	1,002
Austin	1,500	705	22	52	2.58	1,140	1,159
El Paso TX-NM	820	419	16	33	1.73	439	760
McAllen	735	381	13	30	1.62	355	649
Denton-Lewisville	394	217	13	29	2.62	263	683
Corpus Christi	340	175	16	31	1.47	179	697
Conroe-The Woodlands	278	154	5	14	3.02	83	307
Laredo	255	132	10	18	1.44	107	496
Lubbock	246	138	4	12	1.51	67	269
Beaumont	240	130	15	34	1.68	190	800
Killeen	226	127	5	11	1.81	58	254
Brownsville	210	112	11	21	1.35	81	494
Amarillo	202	113	7	14	1.41	72	322
McKinney	195	111	4	9	2.64	43	215
College Station-Bryan	180	103	7	14	1.31	63	344
Waco	177	101	4	11	1.52	52	276
Harlingen	142	81	5	10	1.44	34	228
Tyler	137	78	8	14	1.55	53	379
Midland	134	76	4	7	1.71	25	188
Texas City	114	65	7	16	1.65	42	349
Abilene	112	64	4	9	1.28	24	201
Odessa	110	63	7	13	2.05	39	330
Longview	99	57	7	15	1.63	35	342
San Angelo	98	57	4	8	1.78	20	188
Wichita Falls	98	57	5	10	1.26	25	239
Temple	93	54	4	11	1.86	26	267
Galveston	85	49	3	6	1.61	11	122
Texarkana TX-AR	80	46	6	12	1.21	25	294
Lake Jackson-Angleton	75	43	4	9	1.42	16	205
Sherman	75	43	5	9	1.66	19	228
Victoria	66	38	7	14	1.47	24	336