



TEXAS CLEAR LANES AND CONGESTION RELIEF TASK FORCE COMMITTEE ACTIVITY

Texas Transportation Commission



Governor's Charge for Congestion Relief Initiative



“The State of Texas is spurring economic development and creating jobs by making a 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.”

— Gov. Greg Abbott, Sept. 23, 2015

Texas Transportation Commission Launches Congestion Relief Initiative



“Today, I am directing TxDOT Senior Staff to develop a plan for Commission review, to apply substantially more of the new funding sources on the Top 100 congested roads to determine how funding can be allocated to address these worst chokepoints. If funding streams are insufficient for additional highway capacity that is needed by our growing population, the source of any new funding streams is a policy decision not for this Commission, but for our State Leaders and the Texas Legislature.

While we can all agree that funding sources that allow for “free” general purpose lanes, or a “pay as you go system,” is what Texas historically has relied upon as our traditional funding source, **this Commission’s responsibility is to plan for the transportation needs of Texas today, and the future of Texas — in doing so, we are indifferent about the sources of funding streams but not indifferent to our commitment to building new roads to meet our mandate from the people of the state of Texas to address transportation needs of Texas.**

This Commission will continue to execute, as we have in the past, to deploy all available funding sources to build new roads to meet the needs of all Texans.”

— J. Bruce Bugg, Jr., Chairman
Texas Transportation Commission Meeting
Dec. 14, 2017

Population Projections (2018–2050)

Metropolitan Area	2018	2050	Percent change (2018–2050)
Austin-Round Rock	2,175,847	5,176,940	138%
Dallas-Fort Worth-Arlington	7,584,701	16,367,293	116%
Houston-The Woodlands-Sugar Land	7,086,277	14,221,267	101%
San Antonio-New Braunfels	2,530,406	4,294,232	70%
TOTALS	19,377,231	40,059,732	107%

The difference in growth is analogous to adding three Houston populations to these metropolitan areas.

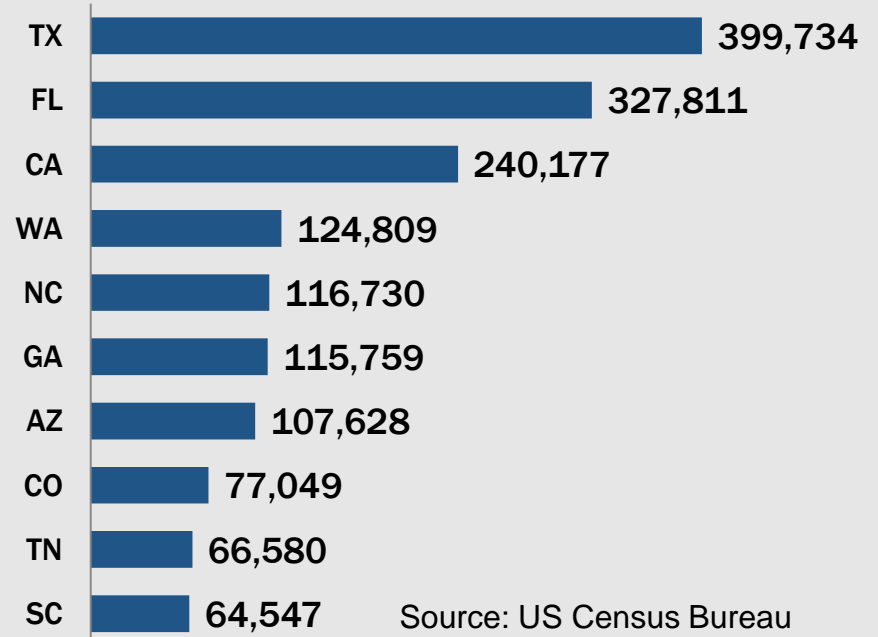
Source: Texas Demographic Center

Highway Transportation in Texas: Today and Our Future

U.S. Census Bureau data shows Texas adds approximately 1,100 new Texans each day and had the biggest population jump of any state in the country between 2016 and 2017.

Top 10 states in numeric growth

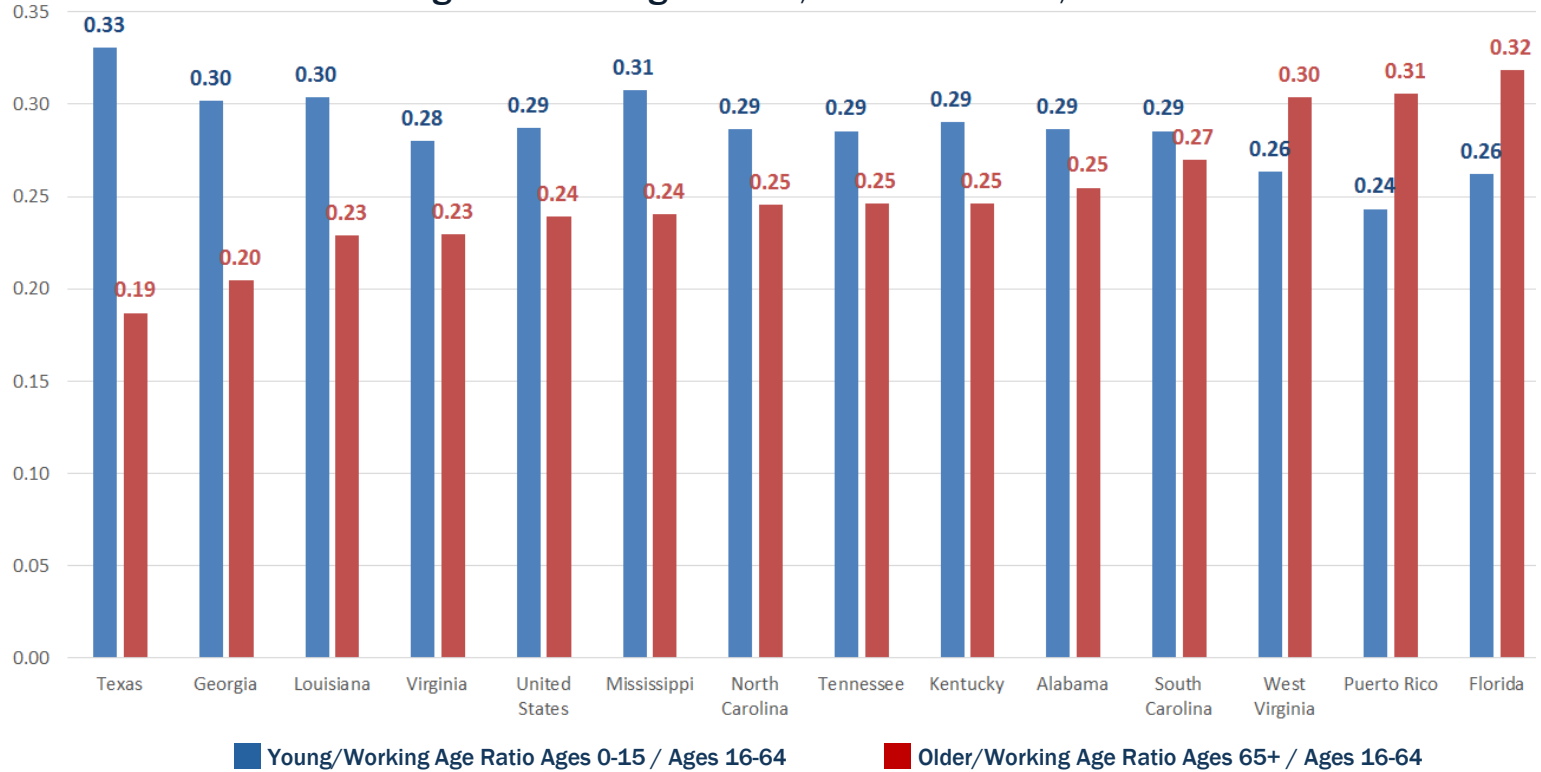
Population gain - 2016



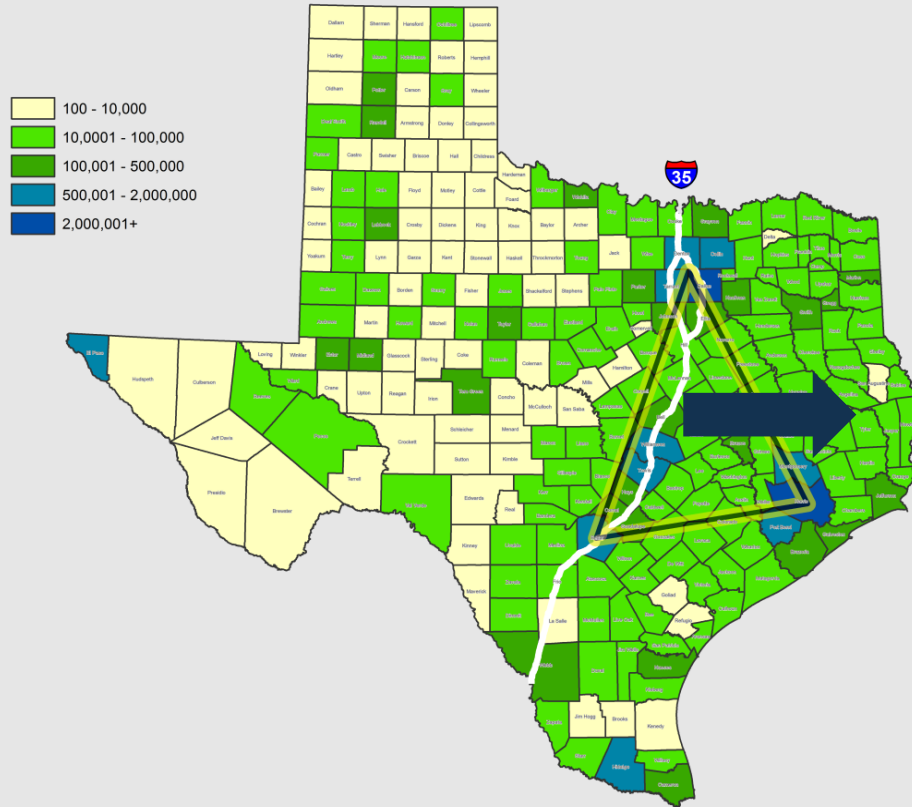
Source: US Census Bureau

Highway Transportation in Texas: Today and Our Future

Young and Older Age Ratios, SASHTO States, 2017

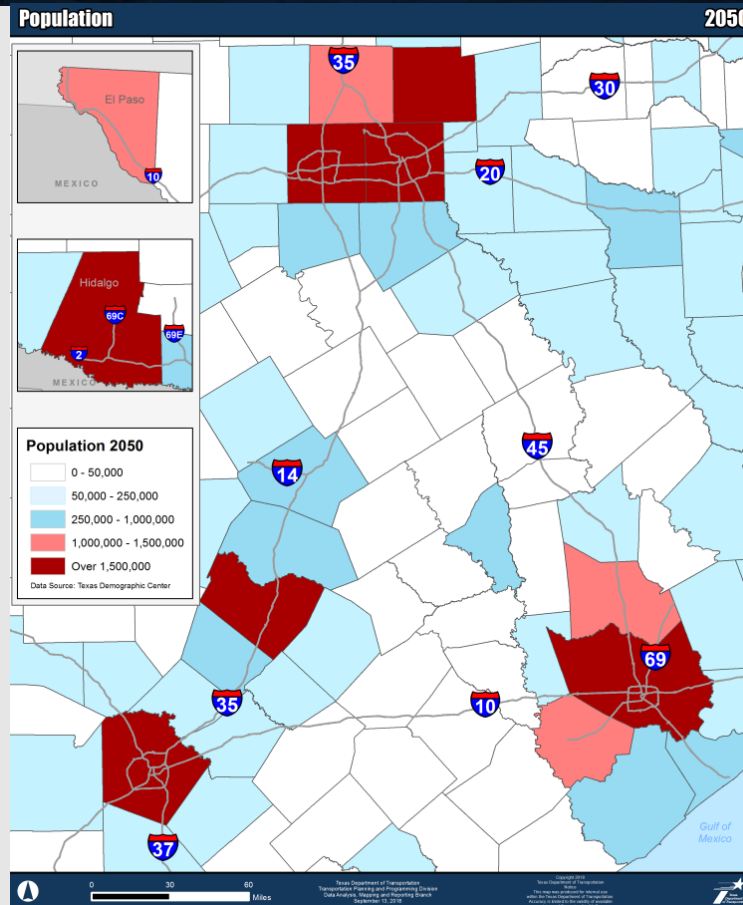


Total Estimated Population by County: Texas, 2018



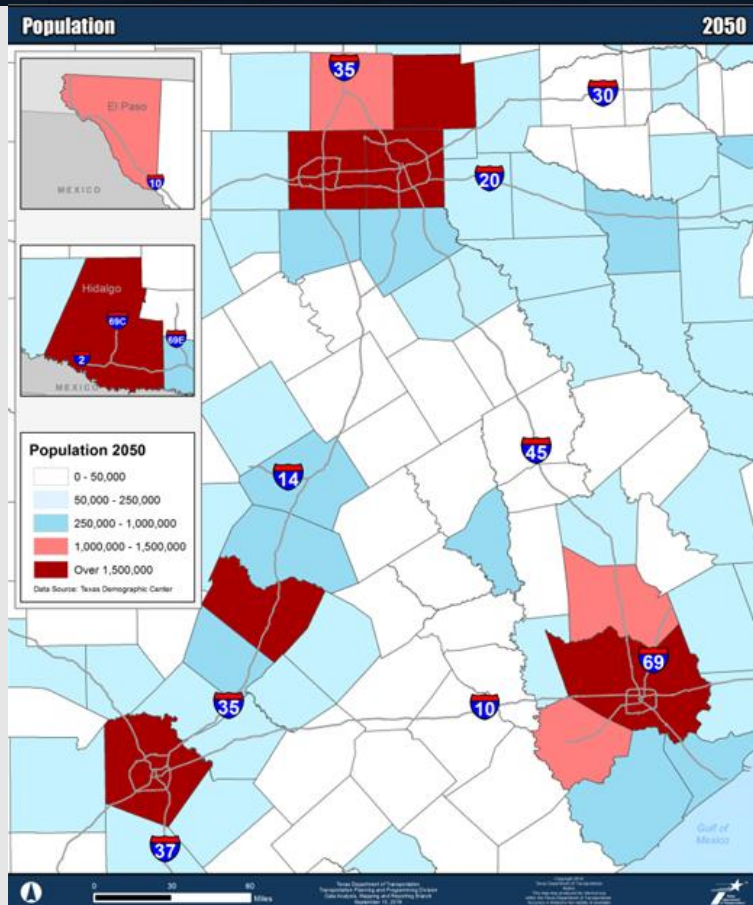
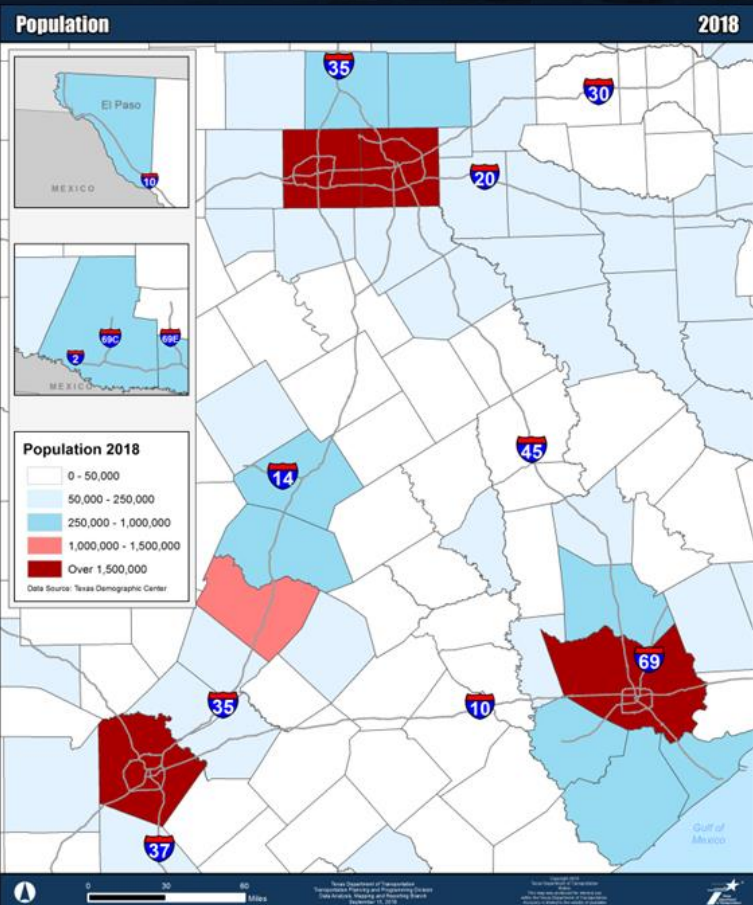
87% of Texans live in counties along and to the east of I-35.

2050 Population by County



Source: State Demographic Center

2018 to 2050 Population Comparison by County



Source: State Demographic Center

Economic Benefits of Texas Clear Lanes Investment



Focus on Most Congested Corridors	Number of Projects	Cost	Benefit	Benefit Cost Ratio
Projects on top 10 most congested corridor segments	8	\$14.6B	\$72B	4.9
Projects on 11 to 20 most congested corridor segments	6	\$8.7B	\$27B	3.1
Projects on 21 to 48 most congested corridor segments	17	\$12.6B	\$36B	2.9
Total for top 48 most congested corridor segments	31	\$35.9B	\$135B	3.8

Economic benefit is defined as:

1. Congestion reduction — savings in travel time, fuel, and vehicle operating costs.
2. Construction activity — added jobs, labor income and supplies.
3. Economic productivity — indirect/induced business activity, and purchases of goods and services.

Source: Texas A&M Transportation Institute

Top 100 Segment Delay Hours and Annual Congestion Costs



	Traffic Delay		Truck Delay	
	Delay Hours	Annual congestion costs	Delay Hours	Annual congestion costs
Top 20 congested corridor segments address:	83.6M	\$1.67B	4.5M	\$225M
Remaining 80 corridor segments address:	117.4M	\$2.3B	5.2M	\$264M
Total 100 segments	201M	\$3.97B	9.7M	\$489M

Source: Texas A&M Transportation Institute

Texas Transportation Commission Response to the Voter Mandate

Texas Clear Lanes is a statewide strategic plan to provide congestion relief through **non-tolled roads** and is focused on five major metro areas Austin, Dallas, Fort Worth, Houston and San Antonio:



- Currently more than 65 percent of the Texas population is located in these five metropolitan areas, according to the Texas state demographer. By 2050, these five metropolitan areas may comprise nearly 74 percent of our state’s population.
- Home to 92 of Texas’ “Top 100” chokepoints based on the Nov. 1, 2017, Texas A&M Transportation Institute list:
 - Austin 13 chokepoints
 - Dallas 24 chokepoints
 - Fort Worth 7 chokepoints
 - Houston 38 chokepoints
 - San Antonio 10 chokepoints

Texas Transportation Commission Response to the Voter Mandate

Metropolitan Area	Annual Hours Delay per Commuter	2018 Freight Tonnage (million)	2050 Freight Tonnage (million)	% Growth	Total 2018 Employment (million)	Total 2050 Employment (million)	% Growth
Austin	53	104	151	45%	0.99	2.13	114%
Dallas-Fort Worth	55	374	797	113%	3.42	6.26	83%
Houston	66	967	1,861	93%	2.99	5.73	92%
San Antonio	46	136	271	99%	1.05	2.03	94%

- Each Texas Clear Lanes project is on the freight network.
- According to the Texas A&M Transportation Institute, 93 percent of Texans rely on personal vehicles as primary means of transportation. According to IHS Global Insight TRANSEARCH, the freight industry in Texas moved 2.2 billion tons across all modes in 2016. Trucks accounted for 53.7%.*

** Source: IHS Global Insight TRANSEARCH, Surface Transportation Board Rail Waybill, U.S. Army Corp of Engineers, and Cambridge Systematics analysis.*

The Mandate from Texas Voters (Proposition 1)

Ballot Language:

The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads.

- In 2014, Proposition 1 was overwhelmingly passed by voters with 80 percent of the vote in favor of constitutionally mandated highway funding for projects other than toll roads.
 - Directs a portion of oil and gas severance tax revenue to the State Highway Fund.

Proposition 1 Receipts	
Fiscal Year	Amount (\$B)
2015	\$1.74
2016	\$1.13
2017	\$0.44
2018	\$0.73
2019	\$1.38

The Mandate from Texas Voters (Proposition 7)

Ballot Language:

*The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for **non-tolled roads** and the reduction of certain transportation-related debt.*

- In 2015, Proposition 7 was overwhelmingly passed by voters with 83 percent of the vote in favor of constitutionally mandated highway funding for projects other than toll roads.
- Directs a portion of the growth of state sales tax and the motor vehicle sales tax to the State Highway Fund. In 2018, Proposition 7 generated \$2.5 billion, and the Comptroller estimates the fund will grow to \$3 billion a year by fiscal year 2021.

Texas Transportation Commission Response

- Since September 2015, the Congestion Task Force, an internal committee of key TxDOT administration and district staff, conduct ongoing 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 Texas Clear Lanes of \$1.3 billion in **non-tolled projects** to the five metro areas.
- The initial Texas Clear Lanes funding developed from two years of ending diversions (\$650 million per year) adopted by the Texas Legislature in 2015.



Metro Area	Formula Distribution	Funding (millions)
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

Funding Available for Congestion Projects in 2019 UTP

Category	Funds Allocated to Projects (\$B) **	Potential Funds Available for Projects (\$B)	Potential Fire Power for TCL Projects (\$B)
2 – Metro and Urban Corridor**	\$ 7.6	\$ 1.7	\$ 9.3
4 – Statewide Connectivity (Urban) **	\$ 3.7	\$ 0.3	\$ 4.0
12 – Strategic Priority (Statewide)	\$ 2.5	\$ 5.8	\$ 8.3
12 – TexasClearLanes **	\$ 4.2	\$ 0.8	\$ 5.0
Totals	\$18.0	\$8.6	\$26.6

**Austin, Dallas, Fort Worth, Houston, and San Antonio only.

Current Texas Clear Lanes Programming



District	Awarded for Construction FY 16–18 (\$M)	Programmed in 2019 UTP (\$M)	Total (\$M)
Austin	\$144	\$667	\$811
Dallas	\$332	\$915	\$1,247
Fort Worth	\$518	\$340	\$858
Houston	\$334	\$1,832	\$2,166
San Antonio	\$281	\$504	\$785

Totals may not add due to rounding

Non-tolled Actions: January 2015 to Present

Governor Abbott responded to the mandate by Texas voters in his first “State of the State Address” on February 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.”

— Governor Greg Abbott 2015 State of State Address

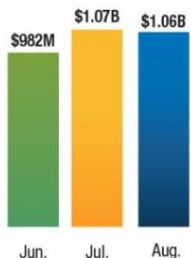
Non-tolled Actions Since 2015	Totals	Project Estimates
Non-tolled Construction Contracts Issued	3,405	\$18B
Non-tolled Projects Currently Under Construction	1,393	\$14B
Non-tolled Projects Completed	2,626	\$11B

TxDOT has delivered significant **non-tolled** projects for congestion relief, including launching Texas Clear Lanes in September 2015, that deliver **non-tolled** projects in Austin, Dallas, Fort Worth, Houston and San Antonio.



Revised

Texas Transportation Commission Approves Historic Contracts and 10-Year Plan



- More than \$3 billion in road contracts approved in June, July and August 2018
- Nearly \$8 billion total in road contracts approved in fiscal year 2018
- \$75.4 billion in investments approved for 10-year construction plan
 - Encompasses 13,000 projects
 - Focus on promoting safety, preserving assets and optimizing system

“Turning Dirt” Progress — 2015-2018



- More than 2,000 lane miles added to state roads
- More than 2,600 non-tolled road projects worth \$11 billion **completed** and open to drivers
- 3,405 non-tolled construction contracts issued

Addressing Energy Sector Infrastructure



- Oil and gas production impacting roads, making energy sector safety a priority
- Nearly \$1.8 billion invested in roads in Permian for fiscal years 2016-2018
- \$3.4 billion planned for the Permian Basin over the next decade

Leading the Way for Less Congestion



- State population 28.3M in 2018; 54M by 2050
- Texas Clear Lanes initiative launched in Sept. 2015
- Focus on top congestion chokepoints in 5 largest metros accounting for 65% of population
- All non-tolled construction projects
 - 2 complete and 16 under construction
 - 12 more in 10-year plan
- \$1.6 billion in Category 12 Clear Lanes funding leveraged to produce \$2.9 billion in construction
- \$6.6 billion directed to initiative
- Economic returns from congestion reduction, construction and economic productivity
- \$26.6 billion in projected funding “fire power” for congestion relief over 10 years

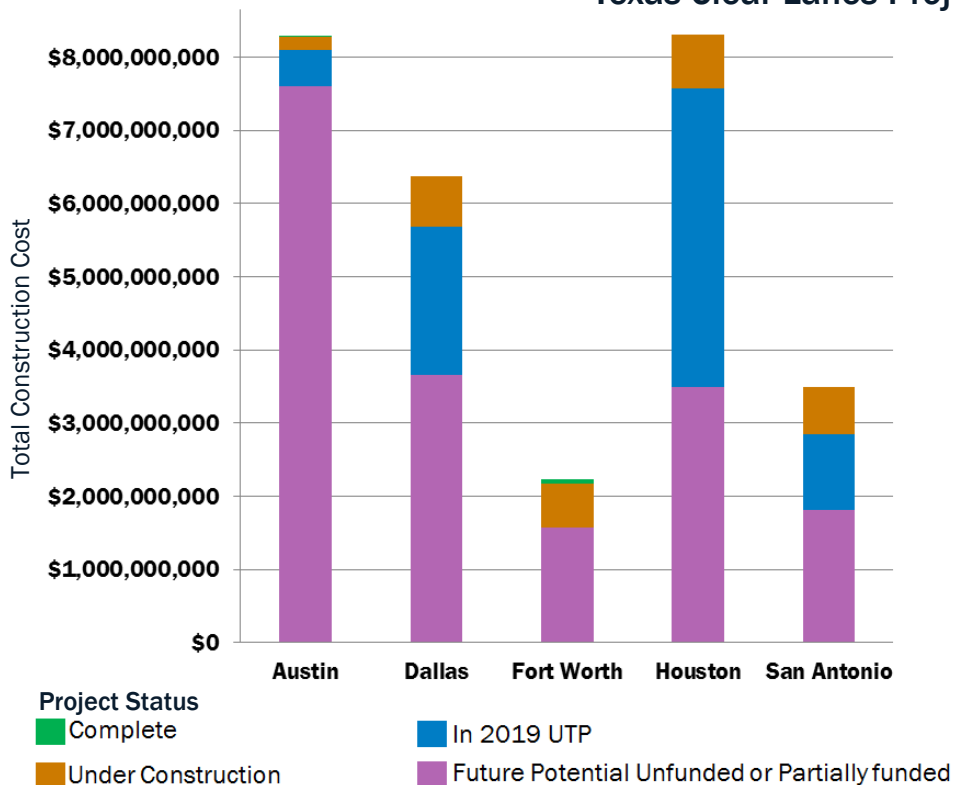
Safety is Job #1 at TxDOT



- Safety most heavily-weighted factor in project selection
- \$106 million funds 311 safety grants for education, training and enforcement across the state
- Always more to do, but trends show better direction
- 69 fewer fatalities on Texas roads from 2016-2017

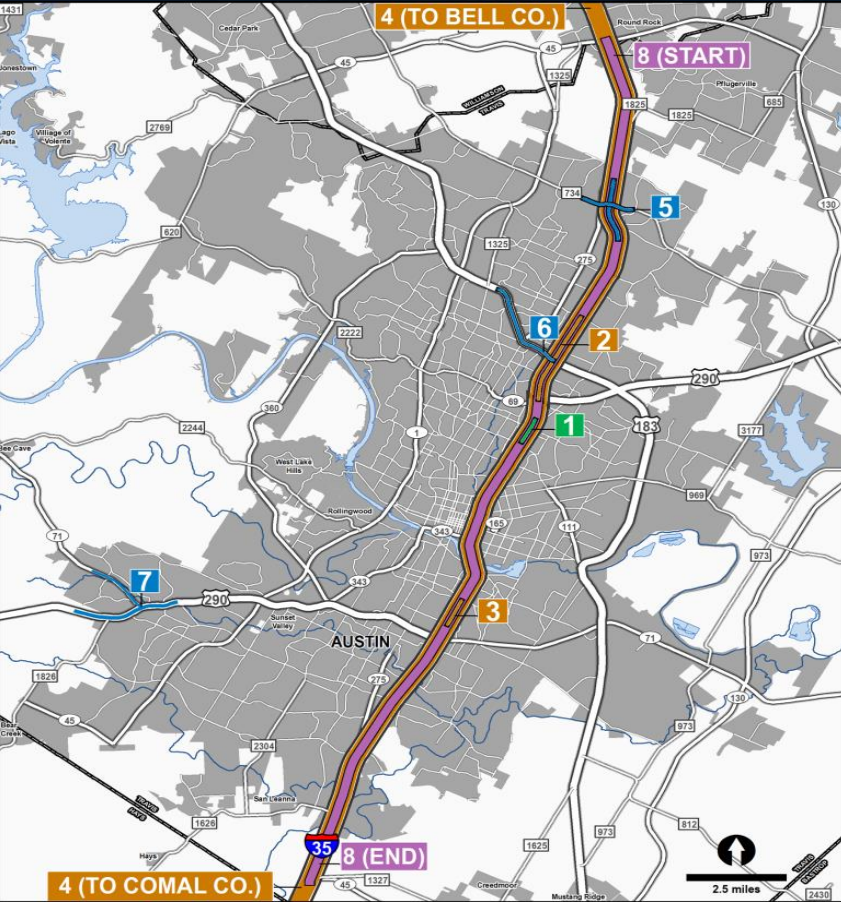
Putting Dollars to Work

Texas Clear Lanes Projects by Project Status



	Complete	Under Construction	In 2019 UTP	Future Potential Unfunded or Partially Funded
Austin	1	3	3	1
Dallas	0	2	2	7
Fort Worth	1	3	0	1
Houston	0	4	4	4
San Antonio	0	4	3	2
Grand Total	2	16	12	15

Austin District Texas Clear Lanes Projects



TEXAS CLEAR LANES (PROJECTS COMPLETED)

#	Project Highway	Project Limits
1	I-35 at 51st Street	I-35 at 51st Street

TEXAS CLEAR LANES (UNDER CONSTRUCTION)

#	Project Highway	Project Limits
2	I-35 Rundberg Lane to US 290	From Rundberg Lane to US 290E
3	I-35 at Oltorf	From Woodland to US 290/SH 71
4	Traffic Management System Upgrade	I-35 Capital Area Bell County Line to Comal County Line

TEXAS CLEAR LANES (FUNDED IN 2019 UTP)

#	Project Highway	Project Limits
5	I-35 at Parmer Lane	I-35 at Parmer Lane
6	US 183 Northbound Ramp	From Metric Boulevard to I-35
7	US 290/SH 71 at Oak Hill	US 290 from west of FM 1826 to State Loop 1 SH 71 from US 290W to Silvermine Drive

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

#	Project Highway	Project Limits
8	I-35 Capital Express	From SH 45N to SH 45SE

Dallas District Texas Clear Lanes Projects



TEXAS CLEAR LANES (UNDER CONSTRUCTION)

#	Project Highway	Project Limits
1	I-35E Lowest Stemmons	From I-30 to north of Oak Lawn Avenue
2	Southern Gateway	I-35E from Reunion Boulevard to US 67 US 67 from I-35E to I-20

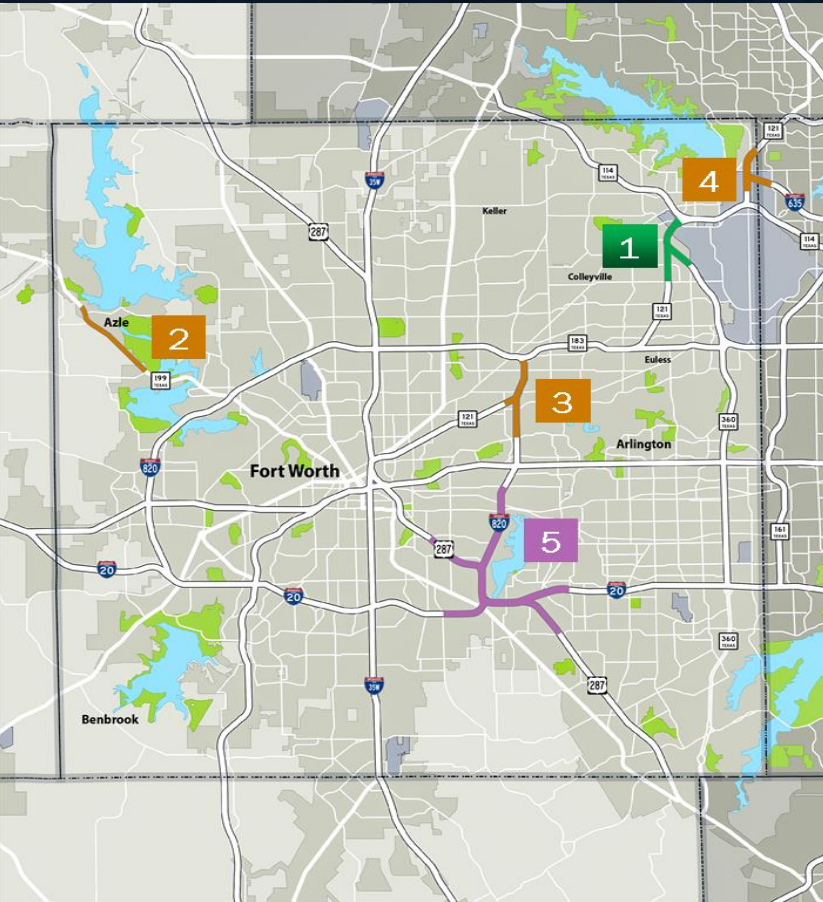
TEXAS CLEAR LANES (FUNDED IN 2019 UTP)

#	Project Highway	Project Limits
3	LBJ East	I-635 from US 75 to I-30
4	Irving Interchanges	Loop 12: Texas Plaza Drive to Union Bower Road SH 114: Loop 12 to SH 183 Spur 482: west of Century Center Boulevard to SH 183 SH 183: east of Carl Road to Grauwlyer Road

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

#	Project Highway	Project Limits
5	I-30 East	From Dalrock Road to FM 2642 (Hunt County Line)
6	I-35E (Phase II)	From I-635 to south of SH 190/PGBT
7	I-30 Canyon	From I-35E to I-45
8	I-35 (Ultimate)	From I-35W to US 77
9	I-30 East Corridor	From I-45 to I-635
10	I-35E Lower Stemmons	From I-30 to SH 183
11	Loop 12	Loop 12 at I-30

Fort Worth District Texas Clear Lanes Projects



TEXAS CLEAR LANES (PROJECTS COMPLETED)

#	Project Highway	Project Limits
1	SH 121	From SH 114 to Hall Johnson Road

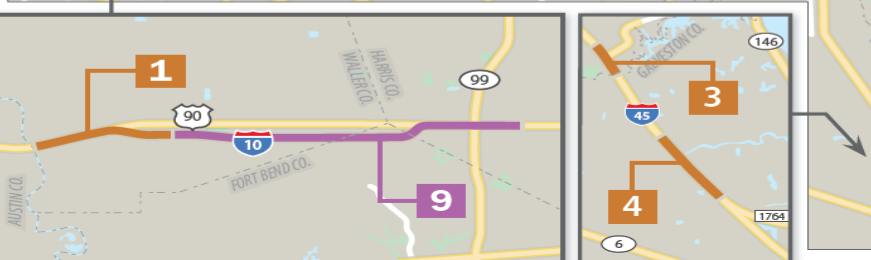
TEXAS CLEAR LANES (UNDER CONSTRUCTION)

#	Project Highway	Project Limits
2	SH 199	From Western Center to Nine Mile Bridge
3	I-820	From Pipeline Road to Randol Mill Road
4	DFW Connector	From Dallas County Line to Cottonbelt Railroad

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

#	Project Highway	Project Limits
5	Southeast Connector	From Meadowbrook Drive to I-20

Houston District Texas Clear Lanes Projects



TEXAS CLEAR LANES (UNDER CONSTRUCTION)

#	Project Highway	Project Limits
1	I-10	From FM 359 to Brazos River
2	I-69 at I-610	I-69 at I-610
3	I-45	From NASA 1 to FM 518
4	I-45	From north of FM 517 to south of FM 1764

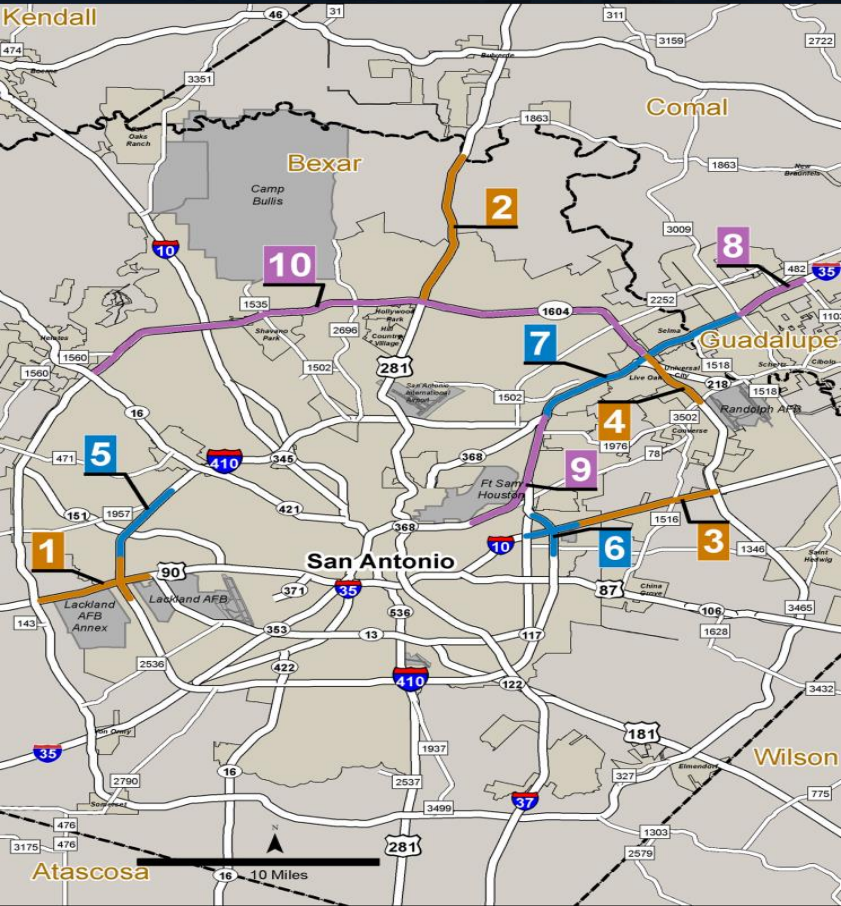
TEXAS CLEAR LANES (FUNDED IN 2019 UTP)

#	Project Highway	Project Limits
5	I-45 at I-10	I-45 at I-10
	I-45 at I-69 and I-10	I-45 at I-69 and I-10
	I-45 at I-69	I-45 at I-69
	I-69	From I-45 to SH 288
	I-69	I-69 at McGowen, Tuam, and Elgin
6	I-45	I-69 from I-10
	I-69	From SH 288 to FM 527
7	I-610 at SH 288	I-610 at SH 288
8	SH 35	From north of OST to Bellfort Street

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

#	Project Highway	Project Limits
9	I-10	From FM 359 to Mason Road
10	I-45 Seg. 1	From I-610 to north of Beltway 8
11	I-45 Seg. 2	From I-10 to I-610 and Interchange at I-610
12	Hempstead Highway	From I-610 to north of SH 99

San Antonio District Texas Clear Lanes Projects



TEXAS CLEAR LANES (UNDER CONSTRUCTION)

#	Project Highway	Project Limits
1	I-410 at US 90	I-410 at US 90 Interchange
2	US 281 (Phase 1 and 2)	From Loop 1604 to Bexar/Comal County Line
3	I-10 East	From I-410 to Loop 1604
4	Loop 1604 Northeast	From I-35 to FM 78

TEXAS CLEAR LANES (FUNDED IN 2019 UTP)

#	Project Highway	Project Limits
5	I-410	From US 90 to Ingram Road
6	I-410 at I-10 East	I-410 at I-10 East Interchange
7	I-35 Northeast Expansion (NEX)	From I-410N to FM 3009

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

#	Project Highway	Project Limits
8 & 9	I-35 NEX Deferred Work Components	From FM 3009 to FM 1103 From I-410S to I-410N
10	Loop 1604 North	From SH 16 to I-35

Summary

- State Demographer projects the population of our five metropolitan areas may double by 2050
- Texas Clear Lanes began in 2015 to address our largest chokepoints
- Accomplishments since September 2015:
 - Listening tours
 - TxDOT Districts are working on prioritization of congestion relief **non-tolled projects** for local recommendation by metropolitan planning organizations to the Texas Transportation Commission
 - Leveraging of Texas Clear Lanes funding with other funding sources for approval by the Texas Transportation Commission for **non-tolled projects**
- \$26.6B available in potential fire power for Texas Clear Lanes projects
- \$8.5B remains available for possible allocation
- \$15.8B funding gap for these future potential projects presented today

Visit [TexasClearLanes.com](https://www.texasclearlanes.com) to learn more about the progress we have made.

