CONGESTION RELIEF INITIATIVE UPDATE

Texas Transportation Commission

January 27, 2016
“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.
Major metropolitan congestion regions

- Identified in the November 2015 Commission meeting.
- Austin, Dallas, Fort Worth, Houston, and San Antonio:
  - Only metro areas in Texas with populations currently over 1 million.
  - Represent more than 65 percent of the Texas population.
  - Home to 97 of Texas’ “Top 100” most congested roadway segments.
  - Each has at least 11 segments on the “Top 100” list.
  - Have an average of 52.6 annual hours of delay per commuter (2015).
- Commissioner Bugg’s internal taskforce of key TxDOT Administration and District staff has met to review congestion and project information.
- Commissioner Bugg and TxDOT Administration listened to the needs and priorities of local stakeholders in these five metro areas on a “Listening Tour.”
Listening Tour – Communication, collaboration and consensus building

TIMELINE: WORKING FAST TOGETHER

- NCTCOG Public Meetings: January 7-13, 2016
- RTC Initial Action: January 14, 2016
- TxDOT Listening Sessions
  - First Called RTC Meeting: January 19-20, 2016
  - Project Commission Workshop/Meeting: January 20, 2016
  - Project Commission Final Action: January 27-28, 2016
  - February 25, 2016
Listening Tour – Austin (Dec. 14, 2015)
Listening Tour – San Antonio (Dec. 21, 2015)
Listening Tour – Dallas (Jan. 19, 2016)
Congestion Relief Initiative Update

**Congestion Relief Initiative funding ($1.3 billion)**

- Initial $1.3 billion of new funding = two years of diversions.
- Formula distribution of $1 billion through District funding (Cat. 11), together with $300 million in Commission strategic priority funding (Cat. 12), to five major metro areas to address local priorities.

<table>
<thead>
<tr>
<th>Metro Area</th>
<th>Formula Distribution</th>
<th>Funding ($ Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>12.2%</td>
<td>$ 158.6</td>
</tr>
<tr>
<td>Dallas</td>
<td>28.0%</td>
<td>$ 364.0</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>12.6%</td>
<td>$ 163.8</td>
</tr>
<tr>
<td>Houston</td>
<td>34.1%</td>
<td>$ 443.3</td>
</tr>
<tr>
<td>San Antonio</td>
<td>13.1%</td>
<td>$ 170.3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>$ 1,300.0</strong></td>
</tr>
</tbody>
</table>
Congestion Relief Initiative projects

- $1.3 billion to jumpstart these key projects by filling the funding gap.
- Total project costs = $2.4 billion.
- Construction is beginning now, with projects completed as early as Summer 2018.
- This effort will save travelers 2.9 million hours in the first year during rush hour.
- Inflationary cost savings of an estimated $457 million total (or average of $173 million/year) by advancing projects (ranging from 0 to 8 years).
# Austin project priorities

<table>
<thead>
<tr>
<th>Project</th>
<th>Earliest Possible Let Date</th>
<th>Estimated Complete Date</th>
<th>Existing Funding</th>
<th>Congestion Initiative Funding</th>
<th>*Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 I-35: At 51st St.</td>
<td>Spring 2016</td>
<td>Summer 2018</td>
<td>$12.3 Million</td>
<td>$11.4 Million</td>
<td>$23.7 Million</td>
</tr>
<tr>
<td>2 I-35: At Oltorf St.</td>
<td>Summer 2016</td>
<td>Fall 2018</td>
<td>$12.4 Million</td>
<td>$54.5 Million</td>
<td>$66.9 Million</td>
</tr>
<tr>
<td>3 I-35: Rundberg Ln. to US 290</td>
<td>Summer 2017</td>
<td>Summer 2020</td>
<td>$34 Million</td>
<td>$82.7 Million</td>
<td>$248 Million †</td>
</tr>
<tr>
<td>4 Traffic Management System Upgrade</td>
<td>Spring 2016</td>
<td>Fall 2017</td>
<td>$0</td>
<td>$10.0 Million</td>
<td>$48.7 Million †</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$58.7 Million</strong></td>
<td><strong>$158.6 Million</strong></td>
<td><strong>$387.3 Million</strong></td>
</tr>
</tbody>
</table>

*Includes ROW, engineering, and construction
† Project not fully funded

---

*Total Project Cost includes:
- Project development and construction cost
- Includes ROW, engineering, and construction.

---

**Congestion Relief Initiative Update**

January 27, 2016
Austin – I-35 at 51st St.

- Description:
  - Southbound operational and intersection improvements.
- Earliest possible let date: Spring 2016.
- Estimated complete date: Summer 2018.
- Congestion relief funding: $11.4 million.
- Total project cost: $23.7 million.
- Congestion benefit:
  - Project will reduce congestion, and improve mobility and operational efficiency on #1 most congested segment in “Top 100.” Project is part of Mobility35 program. Will address #10 nationally significant freight bottleneck.
Description:
- Mainlane and frontage road improvements.

Earliest possible let date: Summer 2016.

Estimated complete date: Fall 2018.

Congestion relief funding: $54.5 million.

Total project cost: $66.9 million.

Congestion benefit:
- Project will reduce congestion, and improve mobility and operational efficiency on #1 most congested segment in “Top 100.” Project is part of Mobility35 program. Will address #10 nationally significant freight bottleneck.
Austin – I-35: Rundberg Ln. to US 290

- **Description:**
  - Mainlane and intersection improvements including three new flyovers and frontage road bypass lanes.
  - Operational improvements to ramps and direct connectors.
- **Earliest possible let date:** Summer 2017.
- **Estimated complete date:** Summer 2020.
- **Congestion relief funding:** $82.7 million.
- **Total project cost:** $248 million:
- **Congestion benefit:**
  - This project will improve flow between I-35 and US 183 on #24 most congested segment and provide a critical bypass route. Will address #10 nationally significant freight bottleneck.
- **Accelerated cost benefit:** $34.8 million.
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Earliest Possible Let Date</th>
<th>Estimated Complete Date</th>
<th>Existing Funding</th>
<th>Congestion Initiative Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-35E: I-30 to North of Oak Lawn Ave</td>
<td>Spring 2017</td>
<td>Winter 2019</td>
<td>$21 Million</td>
<td>$100 Million</td>
<td>$121 Million</td>
</tr>
<tr>
<td>I-35E/US 67: US 67 to Reunion Blvd./I-20 to I-35E</td>
<td>Spring 2017</td>
<td>Summer 2021</td>
<td>$401.5 Million</td>
<td>$264 Million</td>
<td>$665.5 Million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$422.5 Million</td>
<td>$364 Million</td>
<td>$786.5 Million</td>
</tr>
</tbody>
</table>

*Includes ROW, engineering and construction

Project development and construction cost
Dallas – I-35E: I-30 to Oak Lawn Ave. - Lowest Stemmons

- **Description:**
  - Addition of collector distributor lanes.
  - Capacity improvements on the frontage roads.
- **Earliest possible let date:** Spring 2017.
- **Estimated complete date:** Winter 2019.
- **Congestion relief funding:** $100 million.
- **Total project cost:** $121 million:
- **Congestion benefit:**
  - Project will increase average speed on select links on this primary freight corridor during morning peak congestion period from 13 to 50 mph.
- **Accelerated cost benefit:** $17.0 million.
Lowest Stemmons

AM Southbound from DNT
Proposed v. No-Build
Lowest Stemmons

AM Northbound to DNT
Proposed v. No-Build
Dallas – I-35E/US 67 - Southern Gateway

- **Description:**
  - Full reconstruction of I-35E (with additional capacity).
  - Capacity improvements on US 67 mainlanes.
- **Earliest possible let date:** Spring 2017.
- **Estimated complete date:** Summer 2021.
- **Congestion relief funding:** $264 million
- **Total project cost:** $665.5 million
  - Includes engineering, ROW and construction.
- **Congestion benefit:**
  - Project will increase average speed on this primary freight corridor in the peak hour by 17 percent.
  - Accelerated cost benefit: $45.2 million.
## Fort Worth project priorities

<table>
<thead>
<tr>
<th>Project</th>
<th>Earliest Possible Let Date</th>
<th>Estimated Complete Date</th>
<th>Existing Funding</th>
<th>Congestion Initiative Funding</th>
<th>*Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Summer 2016</td>
<td>2020</td>
<td>$0</td>
<td>$56.5 Million</td>
<td>$56.5 Million</td>
</tr>
<tr>
<td>2</td>
<td>Spring 2017</td>
<td>2021</td>
<td>$0</td>
<td>$61 Million</td>
<td>$61 Million</td>
</tr>
<tr>
<td>3</td>
<td>Summer 2017</td>
<td>2021</td>
<td>$101.5 Million</td>
<td>$46.3 Million</td>
<td>$147.8 Million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$101.5 Million</strong></td>
<td><strong>$163.8 Million</strong></td>
<td><strong>$265.3 Million</strong></td>
</tr>
</tbody>
</table>

- Project development and construction cost
- *Includes ROW, engineering and construction
Fort Worth – SH 199

- **Description:**
  - Construct mainlanes, overpass over Nine Mile Bridge Road and entrance/exit ramps for SH 199, Hanger Cut-off Road Bridge, Cottonwood Creek Bridge, and Western Center Boulevard Bridge.

- **Earliest possible let date:** Summer 2016.

- **Estimated complete date:** 2020.

- **Congestion relief funding:** $56.5 million.

- **Total project cost:** $56.5 million.

- **Congestion benefit:**
  - Completes freeway section and improves mobility and safety.

- **Accelerated cost benefit:** $17.0 million.
Fort Worth – SH 121: SH 114 to Hall Johnson Rd.

- Description:
  - Reconstruct SH 360 Interchange.
- Earliest possible let date: Spring 2017.
- Estimated complete date: 2021.
- Congestion relief funding: $61 million.
- Total project cost: $61 million.
- Congestion benefit:
  - Improves safety and mobility near the D/ FW International Airport.
- Accelerated cost benefit: $13.3 million.
Fort Worth – I-820: SH 121 to Randol Mill Rd.

- **Description:**
  - Add one mainlane each direction, replace Trinity River bridges and re-beam I-820 bridges.

- Earliest possible let date: Summer 2017.

- Estimated complete date: 2021.

- Congestion relief funding: $46.3 million.

- Total project cost: $147.8 million.

- Congestion benefit:
  - Improves safety and mobility.

- Accelerated cost benefit: $76.2 million.
Houston Project priorities

<table>
<thead>
<tr>
<th>Project</th>
<th>Earliest Possible Let Date</th>
<th>Estimated Complete Date</th>
<th>Existing Funding</th>
<th>Congestion Initiative Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-45: NASA to FM 518</td>
<td>Spring 2017</td>
<td>Summer 2020</td>
<td>$5.9 Million</td>
<td>$106.4 Million</td>
<td>$112.3 Million</td>
</tr>
<tr>
<td>I-610: At IH 69</td>
<td>Summer 2017</td>
<td>Spring 2021</td>
<td>$155.2 Million</td>
<td>$131.8 Million</td>
<td>$287.0 Million</td>
</tr>
<tr>
<td>I-10: FM 359 to Brazos River</td>
<td>Summer 2017</td>
<td>Spring 2021</td>
<td>$33 Million</td>
<td>$209.2 Million</td>
<td>$242.2 Million</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>$194.1 Million</td>
<td>$447.4 Million</td>
<td>$641.5 Million</td>
</tr>
</tbody>
</table>

*Includes ROW, engineering and construction

Project development and construction cost
Houston – I-45: NASA to FM 518

- **Description:**
  - Widen to ten mainlanes, two 3-lane frontage roads and two High-Occupancy Vehicle (HOV) lanes.
  - Earliest possible let date: Spring 2017.
  - Estimated complete date: Summer 2020.
  - Congestion relief funding: $106.4 million.
  - Total project cost: $112.3 million.

- **Congestion benefit:**
  - This project will aid in improving mobility on a heavily traveled hurricane evacuation and primary freight corridor. This project is part of the overall project to widen IH 45 S from NASA 1 south to Galveston.

- **Accelerated cost benefit:** $15.8 million.
Houston – I-69 at I-610

- Description:
  - Reconstruction of I-610/I-69 interchange.

- Earliest possible let date: Summer 2017.

- Estimated complete date: Spring 2021.

- Congestion relief funding: $131.8 million.

- Total project cost: $287.0 million.

- Congestion benefit:
  - Reconstruction of the I-610/I-69 interchange will help to reduce congestion and improve mobility and operational efficiency in the area of "Top 100" Segments #2 and #4. Addresses congestion on this primary freight corridor.

- Accelerated Cost Benefit: $86.4 million
Houston – I-10: FM 359 to Brazos River

- **Description:**
  - Add one mainlane in each direction.
- **Earliest possible let date:** Summer 2017.
- **Estimated complete date:** Spring 2021.
- **Congestion relief funding:** $209.2 million.
- **Total project cost:** $242.2 million.
- **Congestion benefit:**
  - This project is one of the pieces of the overall project to add two lanes on I-10 between Houston and San Antonio. The project will aid in improving connectivity as well as improving mobility on a hurricane evacuation route and primary freight corridor.
- **Accelerated cost benefit:** $94.3 million.
San Antonio project priorities

<table>
<thead>
<tr>
<th>Project</th>
<th>Earliest Possible Let Date</th>
<th>Estimated Complete Date</th>
<th>Existing Funding</th>
<th>Congestion Initiative Funding</th>
<th>*Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-410: N of US 90 to S of SH 151</td>
<td>Summer 2016</td>
<td>Winter 2020</td>
<td>$8.8 Million</td>
<td>$90.1 Million</td>
</tr>
<tr>
<td>2</td>
<td>US 281: N of Stone Oak to Bexar/Comal County line</td>
<td>Summer 2018</td>
<td>Winter 2022</td>
<td>$8.9 Million</td>
<td>$81.3 Million</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>$17.7 Million</td>
<td>$171.4 Million</td>
</tr>
</tbody>
</table>

- Project development and construction cost
- Project development cost only

† Project not fully funded
*Includes ROW, engineering and construction
San Antonio – I-410: US 90 to SH 151

- **Description:**
  - Reconstruct interchange - Phase 1 priority direct connector.
  - Operational improvements including ramp revisions.
- Earliest possible let date: Summer 2016.
- Estimated complete date: Winter 2020.
- Congestion relief funding: $90.1 million.
- Total project cost: $98.9 million.
- Congestion Benefit:
  - Improves bottleneck congestion within “Top 100” segment #57. Peak period speed increase to up to 44 mph anticipated. Supports mission of Joint Base San Antonio by improving traffic operations around Lackland Air Force Base.
- Accelerated cost benefit: $13.9 million.
San Antonio – US 281: Stone Oak to Bexar/Comal County Line

- **Description:**
  - Expand to six-lane expressway with frontage roads (four general purpose and two HOV lanes).
- Earliest possible let date: Summer 2018.
- Estimated complete date: Winter 2022.
- Congestion relief funding: $81.3 million.
- Total project cost: $304 million.
- Congestion benefit:
  - Improves congestion on “Top 100” segment #32. Average travel speeds are anticipated to increase by 35 mph, significantly improving travel times for commuters.
- Accelerated cost benefit: $42.7 million.
All other statewide congestion projects

<table>
<thead>
<tr>
<th>Fiscal Year (Projects)</th>
<th>Construction Cost (SB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 (88)</td>
<td>$2.190</td>
</tr>
<tr>
<td>2016 (147)</td>
<td>$2.936</td>
</tr>
<tr>
<td>2017 (67)</td>
<td>$1.549</td>
</tr>
<tr>
<td>2018 (12)</td>
<td>$0.702</td>
</tr>
<tr>
<td>2019 (3)</td>
<td>$0.183</td>
</tr>
<tr>
<td>Total (317)</td>
<td>$7.559</td>
</tr>
</tbody>
</table>
Public outreach and information

Did You Know?

Texas is growing by more than half a million people every year. More than 60 percent of Texas' population lives, works and plays within the metro areas of Austin, Dallas-Fort Worth, El Paso, Houston and San Antonio. These metro areas have 97 of the top 100 most congested roads in our state.

<table>
<thead>
<tr>
<th>Year</th>
<th>Texas</th>
<th>DPW</th>
<th>Houston</th>
<th>San Antonio</th>
<th>Austin</th>
<th>El Paso</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25.1</td>
<td>6.4</td>
<td>5.9</td>
<td>2.1</td>
<td>1.7</td>
<td>0.8</td>
</tr>
<tr>
<td>2015</td>
<td>27.7</td>
<td>7.1</td>
<td>6.6</td>
<td>2.4</td>
<td>2.0</td>
<td>0.9</td>
</tr>
<tr>
<td>2020</td>
<td>33.7</td>
<td>8.9</td>
<td>8.3</td>
<td>2.9</td>
<td>2.7</td>
<td>1.0</td>
</tr>
<tr>
<td>2030</td>
<td>37.2</td>
<td>10.0</td>
<td>9.3</td>
<td>3.2</td>
<td>3.0</td>
<td>1.1</td>
</tr>
</tbody>
</table>

Most Congested Roadways

According to a 2015 Texas Transportation Institute study, growth-induced traffic gridlock is getting worse every year. The 2015 list includes the top 100 congested roads in addition to an examination of nearly 2,800 roads across our state.

Congestion Across the State
Next steps

- Draft UTP (Unified Transportation Program) funding recommendations will be presented to the commission for consideration on January 28, 2016.
  - Formula funding distribution to five most congested metro districts through the UTP.
  - Proposed project funding from districts and Metropolitan Planning Organizations (MPOs).
  - Recommended commission strategic priority funding for projects.

- UTP funding approval will be considered by the commission on February 25, 2016.

- Note: Although TxDOT will seek public comment on the UTP update, districts and MPOs have already held public involvement on the projects in this initiative.
Closing comments

- The people of Texas have indicated their support for transportation funding by voting 80% for Proposition 1 in 2014 and 83% for Proposition 7 in 2015.

- The Commission, led by the Governor, is responding with this strategic effort to make quick, effective use of some of these additional funds to address the state’s most congested regions.

- TxDOT and its partners appreciate the public’s support and are ready to act.

- This Congestion Relief Initiative is just the latest work in our long-term effort to tackle the important challenge of congestion relief.
Questions?