



TEXAS DEPARTMENT OF TRANSPORTATION



US 75 EXPRESS/HOV LANE PROJECT

FROM I-635 TO SOUTH OF MCDERMOTT

Public Meeting

July 1, 2014

TxDOT Dallas District
Dallas County, Texas
CSJ: 2374-01-176, 2374-02-142



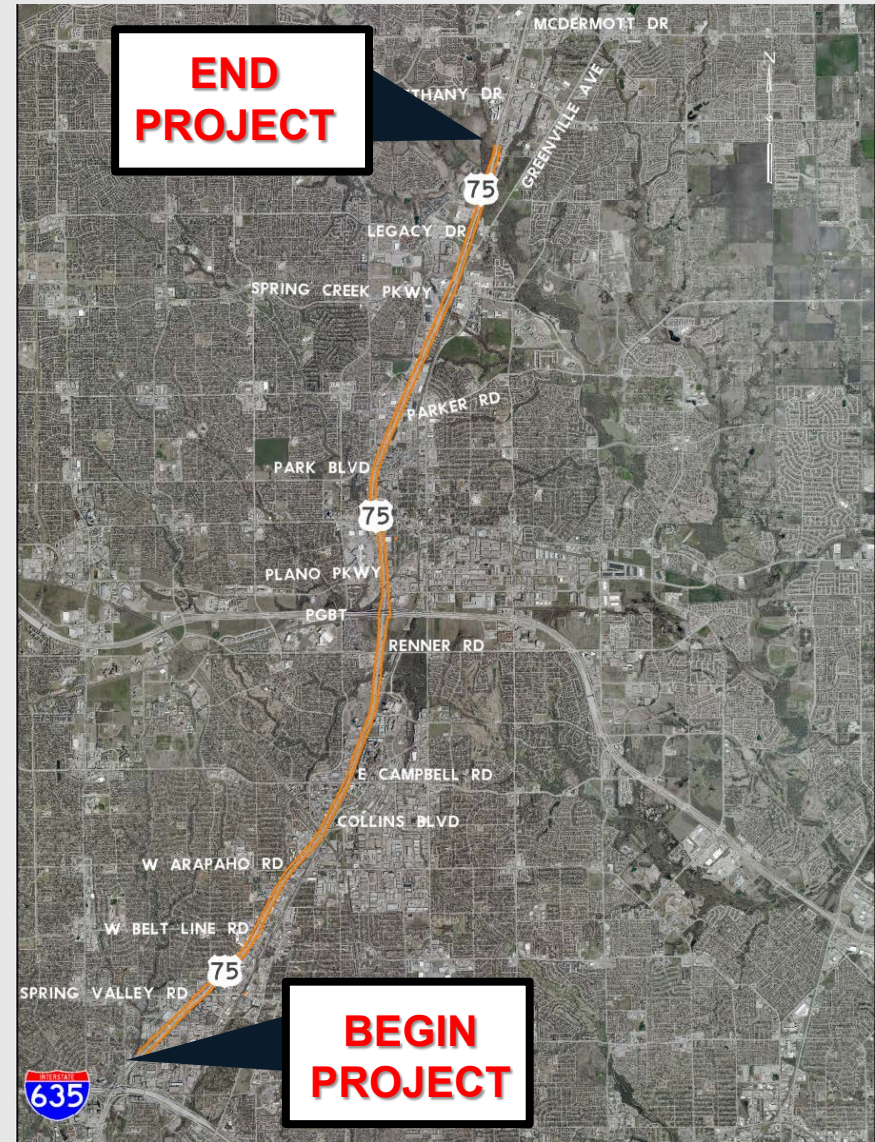
US 75 Express/HOV Lane Project Purpose and Goals

Purpose:

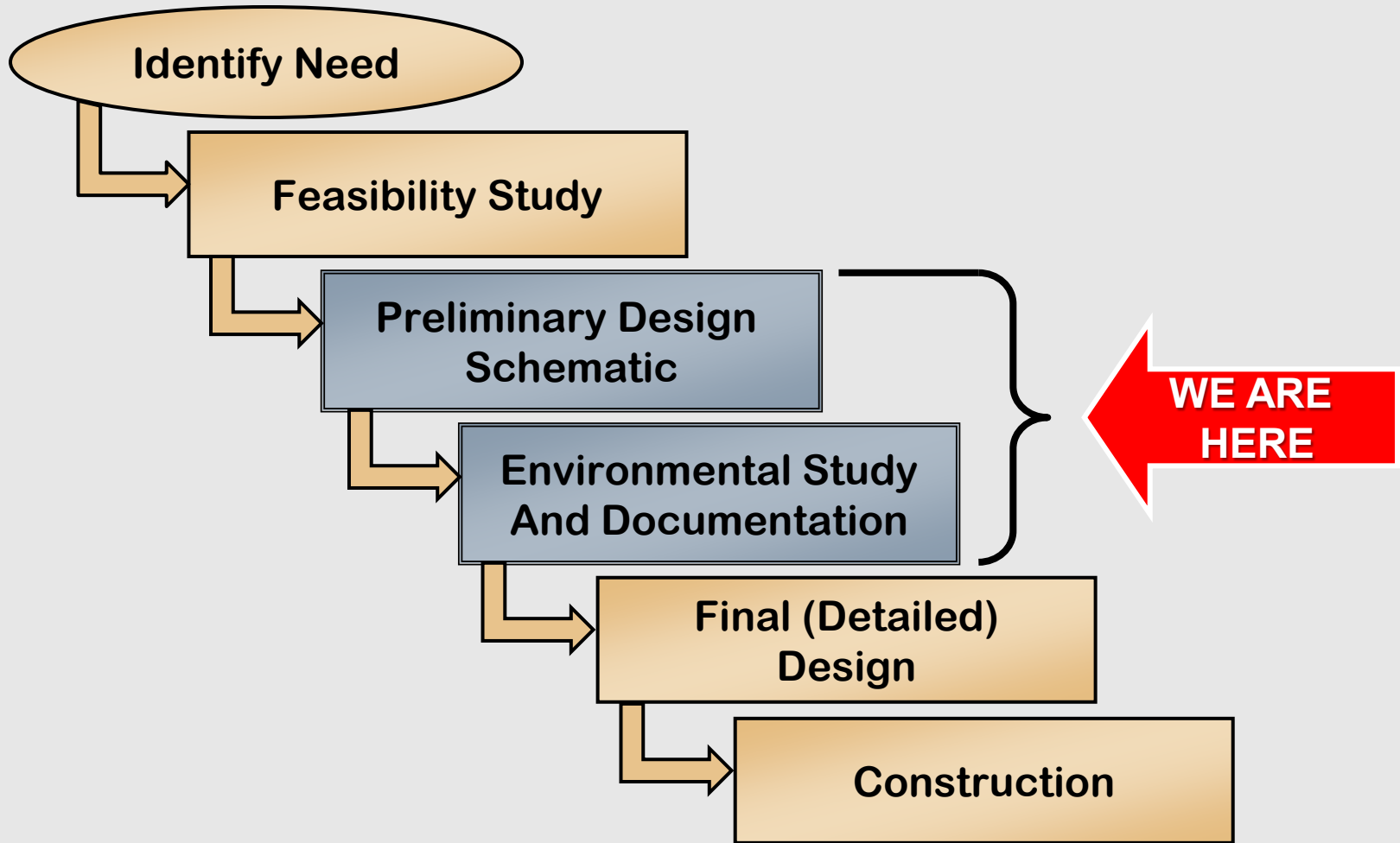
- Improve Mobility
- Address Travel Demand in the Short Term

Additional Goals:

- Minimize Negative Environmental and Socio-economic Impacts
- Produce an Affordable and Cost-effective Project Design
- Provide for a Predictable Corridor Trip

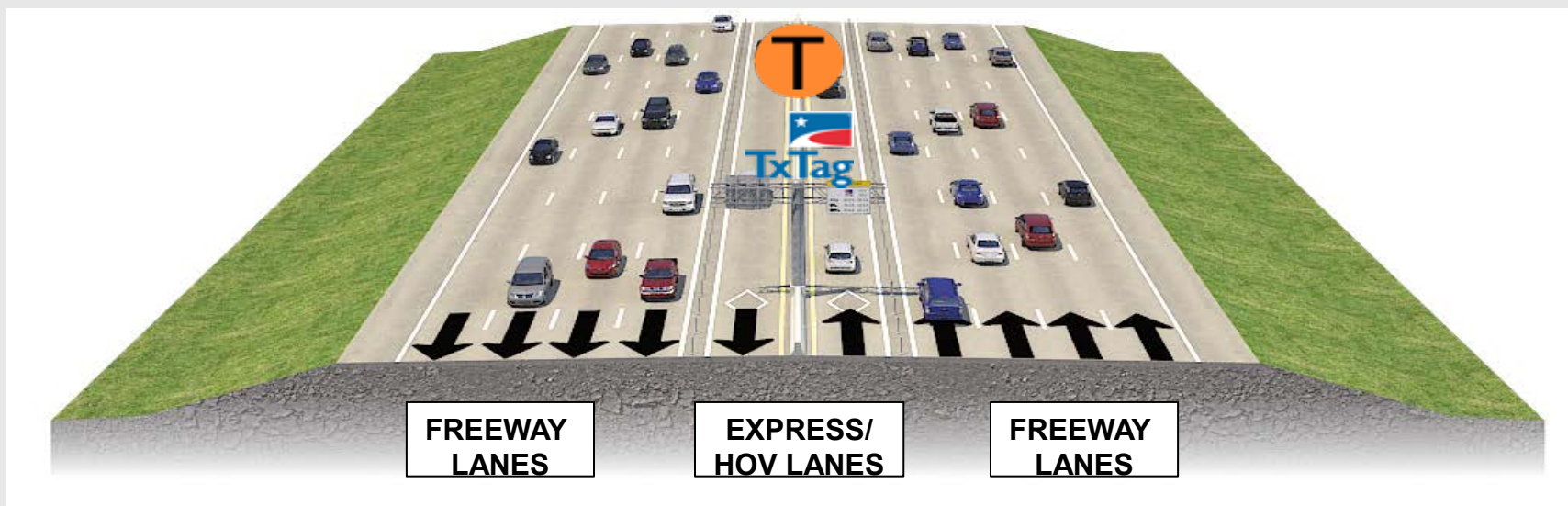


US 75 Express/HOV Lane Project Development Process

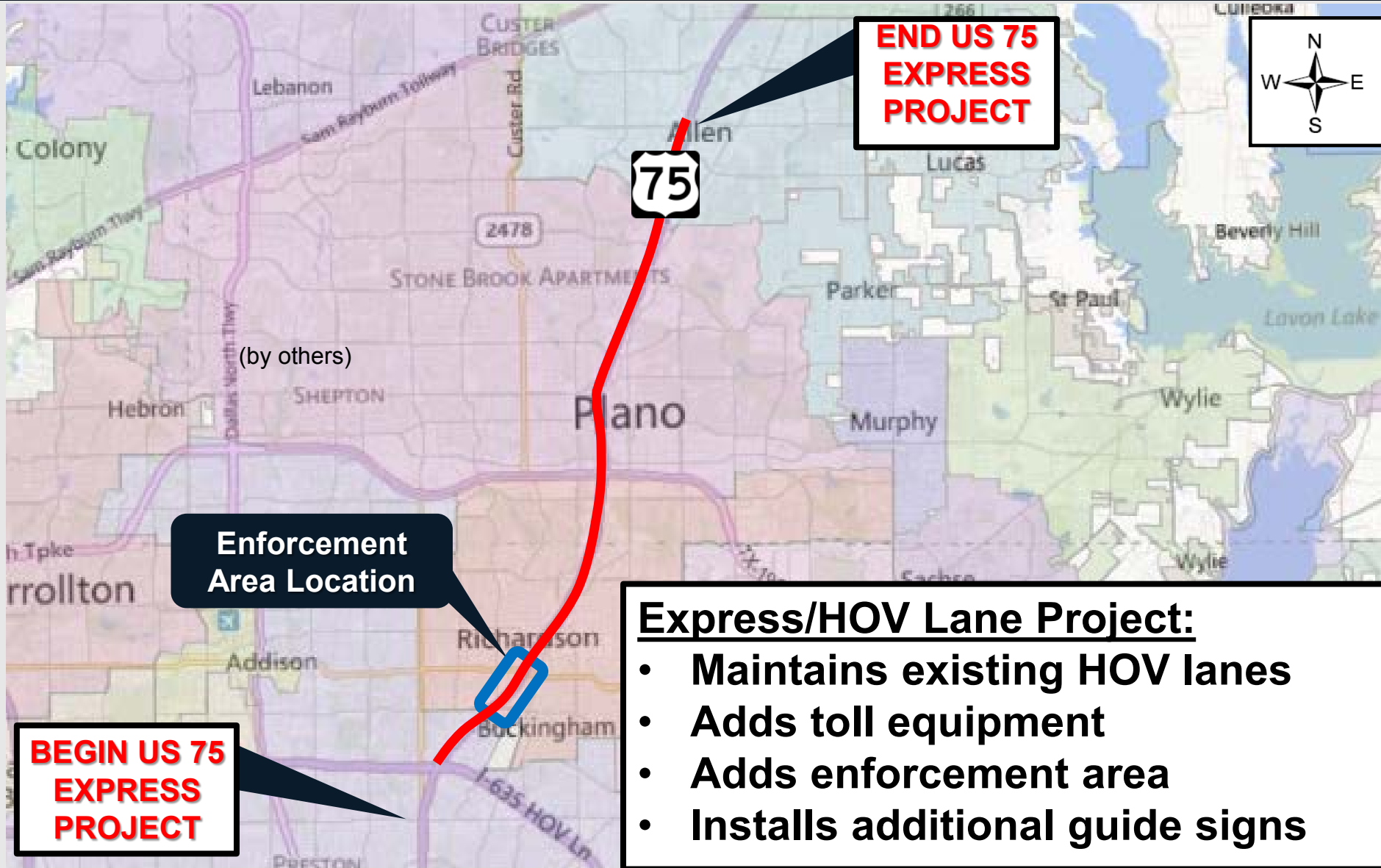


US 75 Express/HOV Lane Project Description

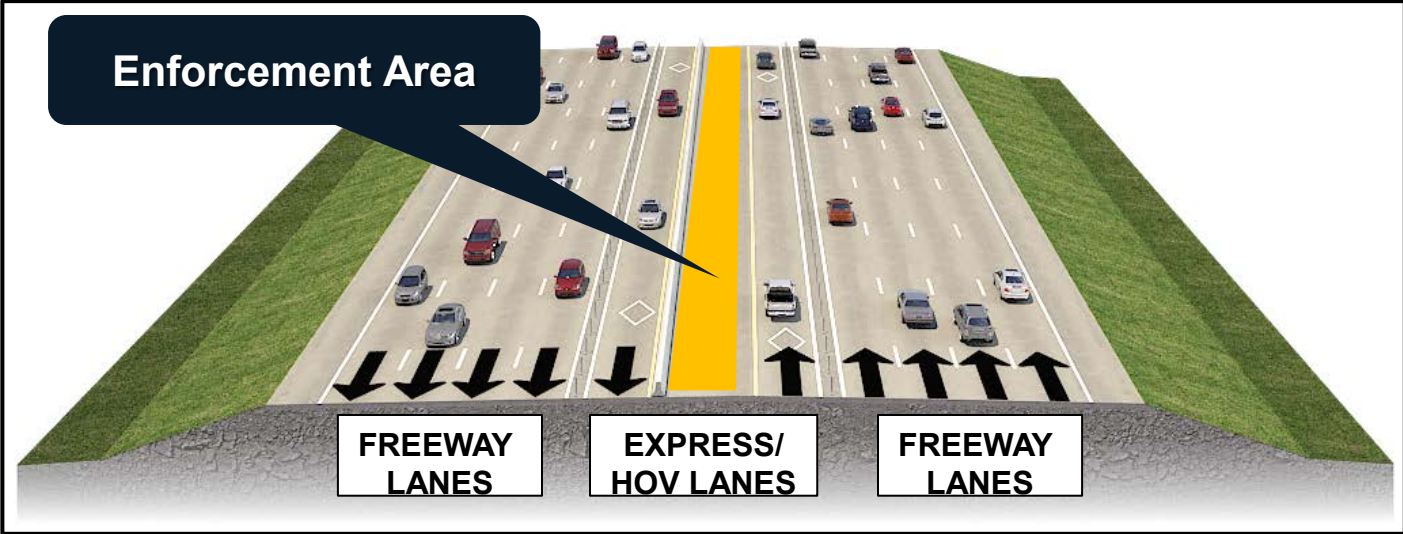
- Let Single Occupancy Vehicles (SOV) into the HOV lanes by paying a toll
- Maintain HOV use without paying a toll by pre-registering
- Maintain existing HOV lanes and access ramps (no new right-of-way)
- Add tolling equipment, enforcement area and guide signs



US 75 Express/HOV Lane Project Construction

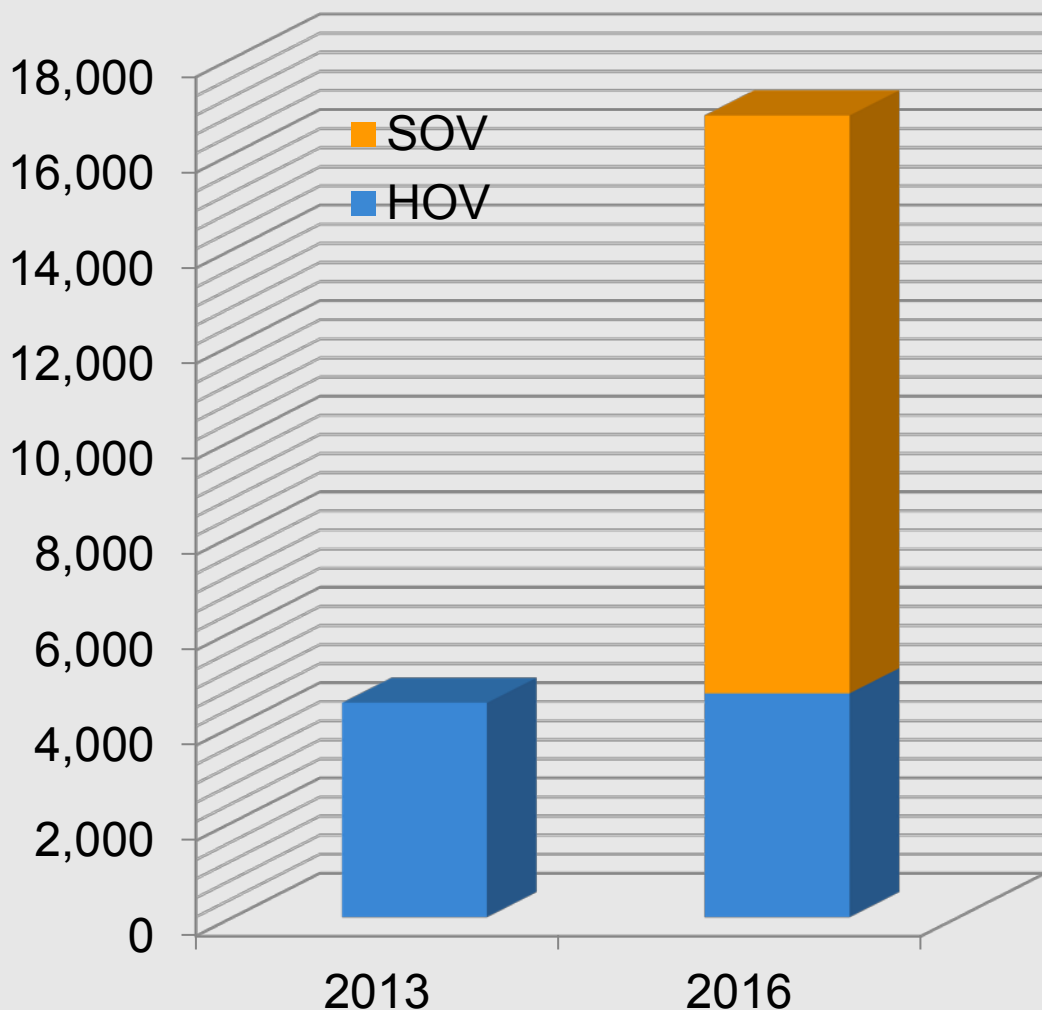


US 75 Express/HOV Lane Project Enforcement Area Location



US 75 Express/HOV Lane Project Implementation

VEHICLES PER DAY USING EXPRESS/HOV LANES



- Nearly quadruples use of existing HOV lanes
- Carries ~100% more people
- Construction cost is funded
- Construction completion by 2016

PRELIMINARY
SUBJECT TO FURTHER STUDY

Express/HOV Lanes Policy

- Express/HOV Lanes** would be open to single occupant vehicles (SOVs) for a toll. The toll would be clearly posted and set based on traffic volumes so users can be guaranteed reliable trips. Registered HOVs (i.e. two or more occupants) with tags will continue to travel for free at all times of the day on the Express/HOV lanes. The guaranteed minimum speeds would be achieved by adjusting tolls by time of day, adjusted on a regular schedule. Note that if the technology is capable when open, it may be switched to dynamic pricing (where tolls change during the day based on traffic volumes and speed).

	Express/HOV Lanes
	Peak & Off-Peak Period
HOV	No toll
SOV	Posted rate
Trucks	Not allowed
Motorcycles	No toll
Transit Vehicles	No toll

Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm

EXPRESS LANE

TO Spring Creek Pkwy

HOV 2+	FREE
	\$1.50
NO TAG	\$2.25

EXPRESS LANE

NO

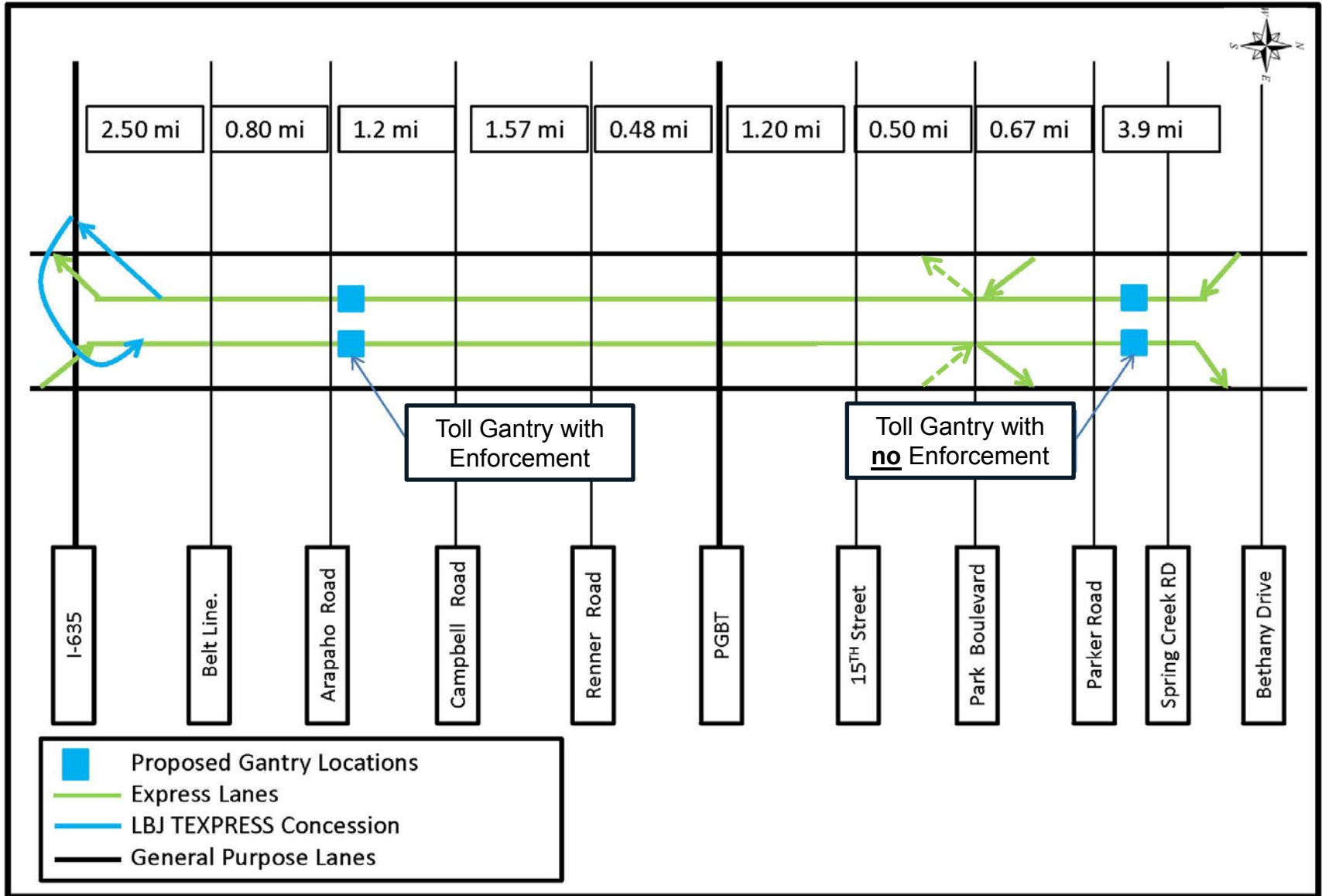
**NO PROBLEM
PAY BY MAIL**

EXPRESS LANE

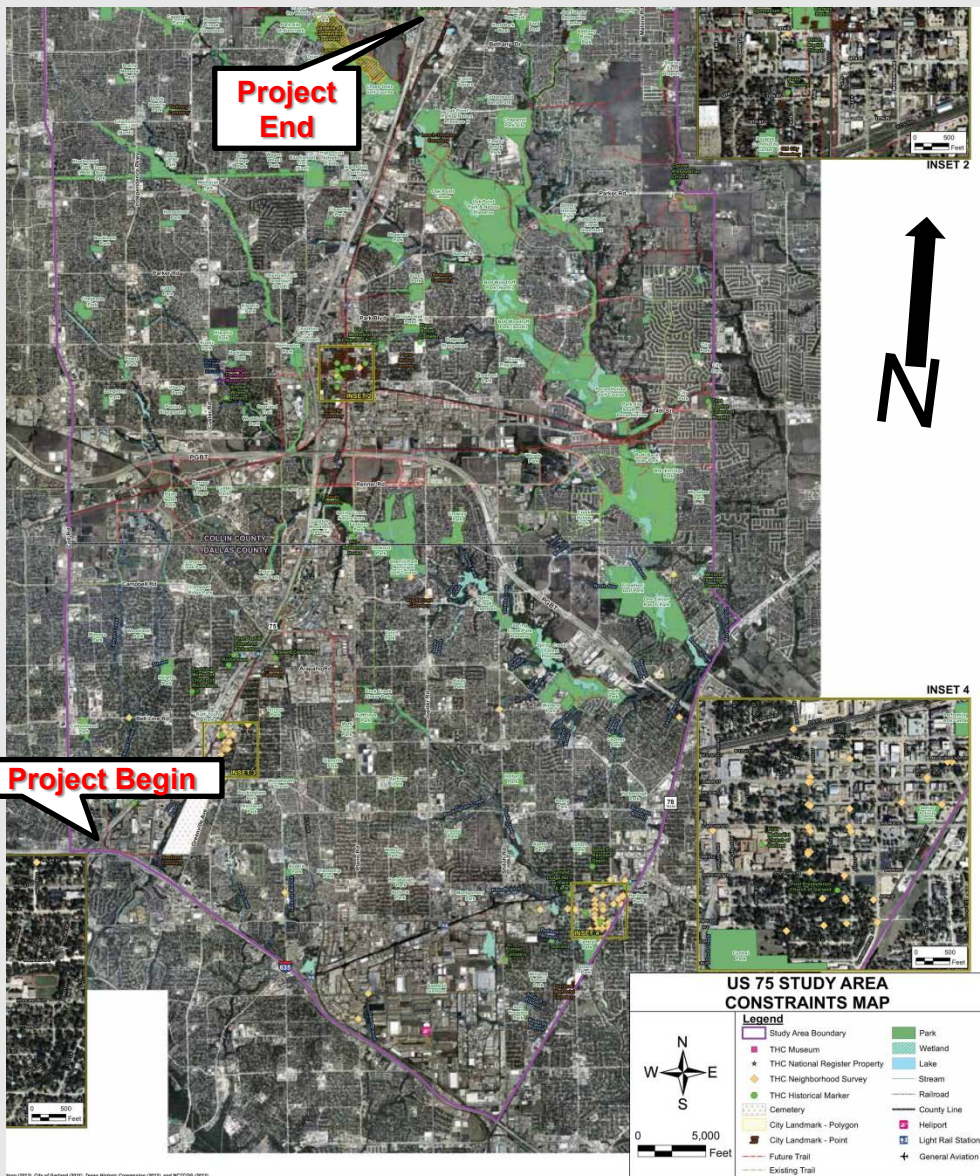
HOV 2+
**PRE - REGISTER
FOR TRIP
DISCOUNT**

Note that actual toll rates have yet to be determined.

US 75 Express/HOV Lane Project Toll Gantry Locations



US 75 Express/HOV Lane Project Environmental Documentation



Environmental Studies:

- Cultural Resources
- Water Resources
- Biological Resources
- Hazardous Materials
- Community Impacts
- Environmental Justice/Tolling
- Indirect and Cumulative Impacts

US 75 Express/HOV Lane Project Public Outreach


- Individual briefings and presentations
 - City of Richardson June 12, 2014
 - City of Plano June 20, 2014
 - City of Plano City Council June 23, 2014
 - Others as requested
- Public Meeting - July 1, 2014
- Public Hearing - Fall 2014
- Stakeholder Work Group meetings
 - Staff from cities of McKinney, Fairview, Allen, Plano, Richardson, Dallas, Dallas Co., DART, NCTCOG, FHWA
 - Held monthly
- <http://www.keepitmovingdallas.com>

US 75 Express/HOV Lane Project Schedule

- Alternative Development *January to May 2014*
- 1st Public Input *June-July 2014*
 - Local briefings & public meeting
- Complete schematic design *July 2014*
- Draft environmental study *August 2014*
- 2nd Public Input *September 2014*
 - Local briefings & public hearing
- Anticipated study approvals *November 2014*
- Complete construction plans *December 2014*
- Receive construction bids *February 2015*
- Complete construction *Late 2015*
- Open to traffic *Early 2016*

Tolled Managed Lanes (TEXpress Lanes) Policy

- Managed lanes, also known as TEXpress Lanes**, would initially operate under a fixed-fee schedule for at least the first six months. Pricing would be scheduled higher during peak hours and lower during non-peak hours. Dynamic pricing would be implemented thereafter, allowing the toll rate to fluctuate throughout the day in order to ensure a guaranteed speed of 50 miles per hour (mph). Toll rates would also vary by vehicle type. In TEXpress Lanes, registered HOVs with tags would pay half the rate during the morning and afternoon **peak** periods and the full rate during **off-peak** periods of travel. When the managed lanes are implemented under the Ultimate Design Project, the occupancy requirements would go up to three or more occupants, which may begin on or before June 1, 2016.

	TEXpress Lanes	
	Peak Period *	Off-Peak Period
HOV	50% discount	Posted rate
SOV	Posted rate	Posted rate
Trucks	Varies **	Varies **
Motorcycles	50% discount	Posted rate
Transit Vehicles	No toll	No toll

* Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm

** The toll rate for trucks will increase based on size.



NCTCOG Excess Revenue Sharing: Managed Lanes

EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY

Purpose: To establish a framework for the allocation of future revenue from managed lane toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored managed lane toll projects.
2. Excess toll revenue is defined as annual toll revenue after annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement (CDA), and the expected cost of rehabilitation or reconstruction of the managed toll lanes.
3. All excess revenue generated from an individual managed lane toll project shall remain in the TxDOT district in which that revenue-generating managed lane project is located.

EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY (continued)

4. Local governments and transportation authorities shall be given the right to invest in a CDA project as a means to fund the facility as well as to generate local revenue.
5. The excess revenue generated from an individual managed lane toll project shall remain in the counties in which that revenue-generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.
6. Regional Transportation Council shares will be put in air quality related and sustainable development programs and used to leverage federal transportation funds.

RTC Approved – June 9, 2005

Public Comments

Mailing Address

Attn. Mr. Stephen Endres, P.E.
Texas Department of Transportation
4777 E Highway 80
Mesquite, Texas 75150-6643

Written comments must be postmarked by
Friday, July 11, 2014

<http://www.keepitmovingdallas.com>

Under “Public Hearings/Meetings”

