

**GUIDING PRINCIPLES  
SB 1420 COMMITTEE REQUEST FOR RTC RESOLUTION  
FOR THE DEVELOPMENT OF THE IH 35E PROJECT**

**WHEREAS**, Interstate Highway 35 East (IH 35E) is of Statewide, National, and International importance for the movement of people and commerce now and for the long term future;

**WHEREAS**, IH 35E serves as “Main Street, DFW;”

**WHEREAS**, the expansion of IH 35E consists of adding managed/toll lanes, general purpose lanes and frontage road lanes from IH 635 in Dallas County to US 380 in Denton County and is herein after referred to as the IH 35E project;

**WHEREAS**, the IH 35E project has been designated as a high priority project by the Regional Transportation Council (RTC);

**WHEREAS**, Local Partners, including Denton County, Dallas County, cities along the corridor, the RTC, the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Denton County Transportation Authority (DCTA), Congressional representatives and state legislators have been working for years to advance the IH 35E project;

**WHEREAS**, the Local Partners also recognize Dallas Area Rapid Transit (DART), TxDOT and the RTC for their impact on the corridor through the “Immediate Action HOV” lanes constructed in the late 1990’s through a funding partnership;

**WHEREAS**, the Local Partners have developed innovative funding methods to advance the project such as the partnership between Denton and Dallas counties where Denton County Regional Toll Revenue (RTR) funds were loaned to complete the IH 635 project and will be repaid by Dallas County RTR funds;

**WHEREAS**, the region prioritized funding for the DCTA A-train to be operational before the IH 35E managed lane project commences in order to mitigate traffic impacts during construction;

**WHEREAS**, currently identified funding of \$639 million includes: \$484 million in RTR funds, \$78 million in Congestion Mitigation and Air Quality (CMAQ) funds, \$10 million in Surface Transportation Program - Metro Mobility (STP-MM) funds, \$44 million in Proposition 14 Bond proceeds, and \$23 million in Demonstration and/or Congressional Earmark funds.

**WHEREAS**, the NTTA has waived primacy for the IH 35E project;

**WHEREAS**, the Texas Legislature has authorized the development of the IH 35E project as one of the few public-private partnerships that can proceed in Texas; and,

**WHEREAS**, Senate Bill 1420 (82<sup>nd</sup> Texas Legislature, Regular Session) requires for certain TxDOT toll projects, including the IH 35E project, that a committee comprised of representatives from local and regional stakeholders and TxDOT (The SB 1420 Committee) be formed to make determinations concerning the distribution of the project’s financial risk, the method of financing for the project, and the project’s tolling structure and methodology that will determine the project’s delivery method in order to ensure local and regional input into the process.

**NOW, THEREFORE, BE IT HEREBY AGREED THAT:**

- Section 1.** The SB 1420 Committee requests a Resolution from the RTC, agreeing to the Guiding Principles outlined in this document to be addressed by TxDOT on the IH 35E project.
- Section 2.** The RTC will request that the SB 1420 Committee issue a report containing determinations that are consistent with the findings of Mobility 2035 and the National Environmental Policy Act (NEPA) documents related to the IH 35E project.
- Section 3.** The RTC will work with Denton County to advance the IH 35E project, recognizing Denton County's commitment of local funds for the project in exchange for CMAQ funds.
- Section 4.** The RTC will assist local stakeholders in initiating conversations with local governments, regional leaders, the Texas Transportation Commission and other interested public and private partners to allocate additional resources to the project, including private equity, local, state and federal funds in order to build as much of the IH 35E project as possible, including additional general purpose capacity in the first phase of construction.
- Section 5.** The RTC will request that the SB 1420 Committee commit to meeting TxDOT's schedule to make the required determinations as soon as possible.
- Section 6.** The RTC requests that revised cost estimates and financial analyses of the IH 35E project be completed during the Request For Qualifications (RFQ) process for the project, and this information and information concerning any additional funding identified for the project be provided to the SB 1420 Committee on or before the completion of the RFQ process, and requests that the SB 1420 Committee make determinations that result in one delivery method for the IH 35E project, and that the SB 1420 Committee submit its report to the Executive Director of TxDOT prior to the issuance of a Request for Proposals (RFP) for the project.
- Section 7.** The RTC will request that TxDOT complete the procurement process for the IH 35E project as expeditiously as possible.
- Section 8.** The RTC will commit that excess revenue derived within the limits of the project, is utilized for the development of projects in order to complete the full build out of the IH 35E project.

**SIGNED,**



Michael Morris, NCTCOG  
Committee Chair

## IH 35E Managed Lanes Project

### SB 1420 Committee Report

In accordance with Texas Transportation Code, Section 228.013, added by SB 1420, 82nd Legislature, Regular Session, 2011, and Texas Administrative Code, Sections 27.90 – 27.92 (the Rules), this committee (the Committee), consisting of the members identified below, was formed for the purpose of making certain statutorily required determinations with respect to the IH 35E Managed Lanes Project in Dallas and Denton counties.

The IH 35E Managed Lanes Project (the Project) includes the baseline project as depicted in [Exhibit A](#) to this Report. The scope of the baseline project may be changed from that depicted in Exhibit A for reasons that include but are not limited to changes in the available public funds allocated to the Project. The Committee held its duly noticed initial meeting on November 10, 2011. At the initial meeting of the Committee, Michael Morris was elected to serve as Chair.

At its duly noticed meeting on March 26, 2012, the Committee made the following determinations concerning the Project, as required by SB 1420 and the Rules:

1. Distribution of the Project's financial risk.

Distribution of Project financial risk is defined in the Rules as the allocation of revenue risk for a toll project between the Texas Department of Transportation (TxDOT) and the private entity with which TxDOT enters into an agreement for the project. Revenue risk for the Project will be retained by TxDOT, as set forth in the design-build agreement.

2. Method of financing for the project.

The method of financing is defined in the Rules as the determination of whether the Project should be funded with private or public funding or a combination of private and public funding. The Project will be financed with public funds, which may include the proceeds of bonds or other public securities.

3. Tolling structure and methodology.

The SB 1420 Committee for the IH 35E Managed Lanes Project has determined to utilize the tolling structure and methodology as set by the Regional Transportation Council of the North Central Texas Council of Governments (RTC). The RTC's current tolling structure and methodology, adopted on May 11, 2006 and modified on September 14, 2006 and September 13, 2007, are set forth in [Exhibit B](#) to this Report.

FINAL

Submitted and approved by:

IH 35E Managed Lanes Project  
SB 1420 Committee Members

Signature

Michael Morris  
Chairman

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Alberta Blair  
Member

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Bill Hale  
Member

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Elizabeth Mow  
Member

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John Polster  
Member

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Matthew Marchant  
Member

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Pete Kamp  
Member

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Rudy Durham  
Member

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# Exhibit A - Baseline Option

## Managed Lanes

- Provide two reversible Managed Lanes between IH 635 and Loop 288 (minor improvements up to and including US 77)

## General Purpose and Frontage Roads

- Re-use existing pavement where possible, add one general purpose lane from IH 635 to US 380

## Lake Lewisville

- Connect frontage roads across Lake Lewisville
- Build new southbound frontage roads, general purpose lanes and managed lanes across Lake Lewisville
- Bridge width narrowed

## SH 121/IH 35E Interchange

- Construct the missing direct connector ramps to the North

## Collector Distributor System at PGBT and SH 121

- Construct minimized collector-distributor (CD) system between PGBT and SH121 (toll CD's)

## Right-of-Way Acquisition

- Minimized ROW acquisition/utility relocation where possible

## IH 635 Interchange

- Direct connection to IH 635 managed lane facility



# Exhibit A - Baseline Option

Segment Number & Limits	Length (Mi)	Cost ROW	Cost D-B	Total Cost
16 IH 35W - US 380*	1.2	\$ -	\$ 7	\$ 7
15 Loop 288 S - IH 35W*	3.8	\$ 23	\$ 39	\$ 62
14 Post Oak Drive - Loop 288 S	2.5	\$ -	\$ 63	\$ 63
13 Interchange @ Post Oak Drive	0.2	\$ -	\$ 11	\$ 11
12 Corinth Parkway - Post Oak Drive	0.7	\$ -	\$ 15	\$ 15
11 Interchange @ Corinth Parkway	0.6	\$ 29	\$ 30	\$ 59
10 Turbeville Road - Corinth Parkway	2.2	\$ -	\$ 46	\$ 46
9 FM 407 - Turbeville Road	3.4	\$ 149	\$ 261	\$ 410
Additional bridge width at Lake Lewisville*		\$ -	\$ 8	\$ 8
8 Interchange @ FM 407	0.6	\$ 24	\$ 32	\$ 56
7 SH 121 - FM 407	5.5	\$ -	\$ 127	\$ 127
6 Interchange @ SH 121	0.9	\$ 49	\$ 79	\$ 128
5 Dickerson Parkway - SH 121	1.9	\$ -	\$ 103	\$ 103
4 Interchange @ Dickerson Parkway	0.1	\$ 63	\$ 54	\$ 118
3 Belt Line Road - Dickerson Parkway	1.4	\$ -	\$ 33	\$ 33
2 Interchange @ Belt Line Road	1.0	\$ 79	\$ 116	\$ 195
1 IH 635 - Belt Line Road	2.1	\$ -	\$ 50	\$ 50
0 Interchange Connection @ IH 635*	0.9	\$ -	\$ 40	\$ 40
<b>Totals without additional items</b>	<b>23.1</b>	<b>\$ 394</b>	<b>\$ 1,021</b>	<b>\$ 1,415</b>
<b>Totals with additional items</b>	<b>29.0</b>	<b>\$ 417</b>	<b>\$ 1,115</b>	<b>\$ 1,532</b>
<i>All Costs in Millions (Nominal).</i>				
<i>*Item added to project at the request of SB 1420 Committee.</i>				

## Notes:

- Costs shown are based on conceptual design and intended for planning purposes only. Right of Way costs are not intended to represent actual or projected Right-of-Way acquisition costs for the project. A detailed, or per parcel analysis was not performed. These costs are not final and are subject to change.
- Grayed boxes with ROW costs indicate full or partial construction of the ultimate project— FM 407 to Turbeville is SB construction of the ultimate only.

**PRELIMINARY DRAFT: SUBJECT TO CHANGE**



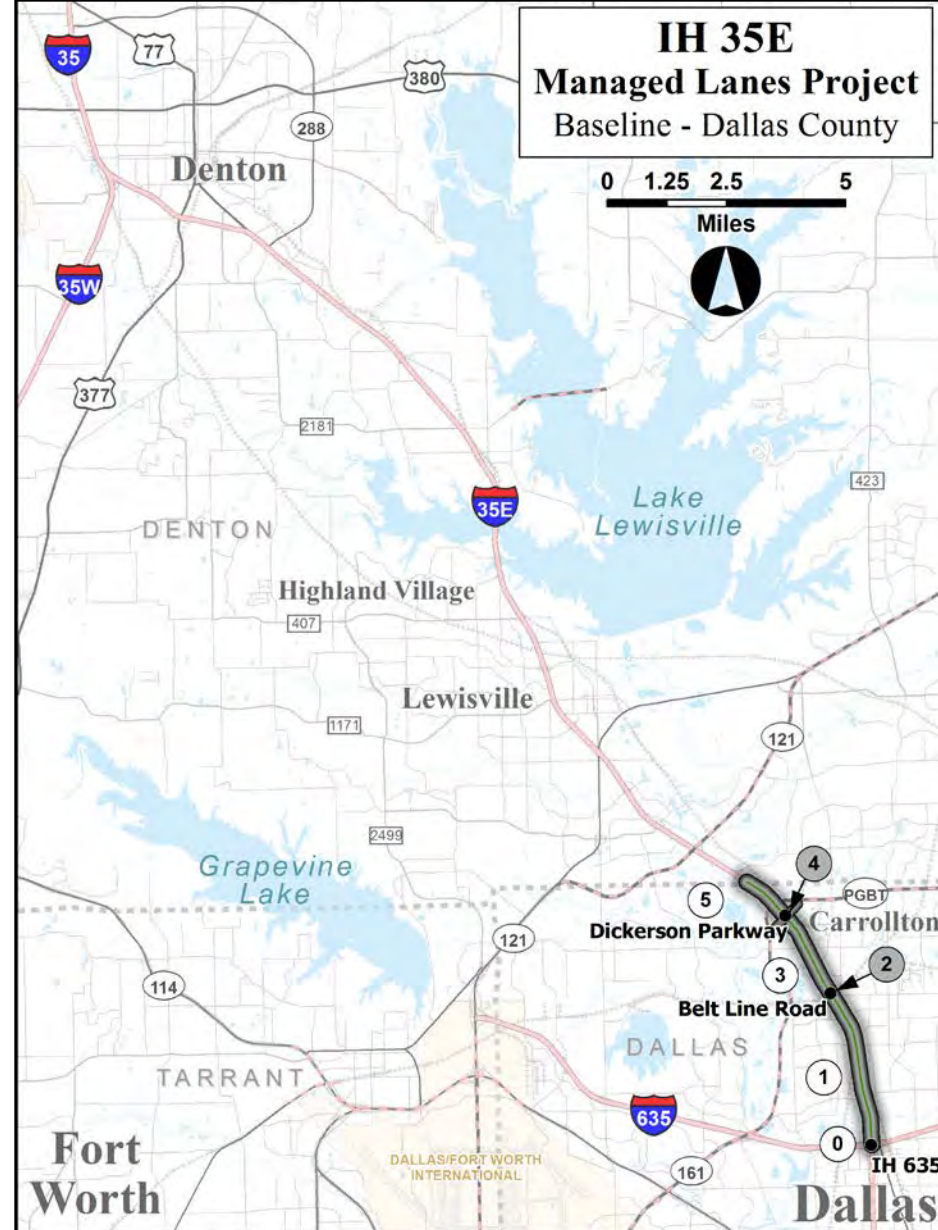
# Exhibit A – Dallas Baseline Option

Segment Number & Limits		Length (Mi)	Cost ROW	Cost D-B	Total Cost
5	Dickerson Parkway - SH 121	0.6	\$ -	\$ 39	\$ 39
4	Interchange @ Dickerson Parkway	0.1	\$ 63	\$ 54	\$ 118
3	Belt Line Road - Dickerson Parkway	1.4	\$ -	\$ 33	\$ 33
2	Interchange @ Belt Line Road	1.0	\$ 79	\$ 116	\$ 195
1	IH 635 - Belt Line Road	2.1	\$ -	\$ 50	\$ 50
0	Interchange Connection @ IH 635*	0.9	\$ -	\$ 40	\$ 40
<b>Totals without additional items</b>		<b>5.2</b>	<b>\$ 143</b>	<b>\$ 293</b>	<b>\$ 435</b>
<b>Totals with additional items</b>		<b>6.1</b>	<b>\$ 143</b>	<b>\$ 333</b>	<b>\$ 475</b>
All Costs in Millions (Nominal).					
<i>*Item added to project at the request of SB 1420 Committee.</i>					

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**PRELIMINARY DRAFT: SUBJECT TO CHANGE**



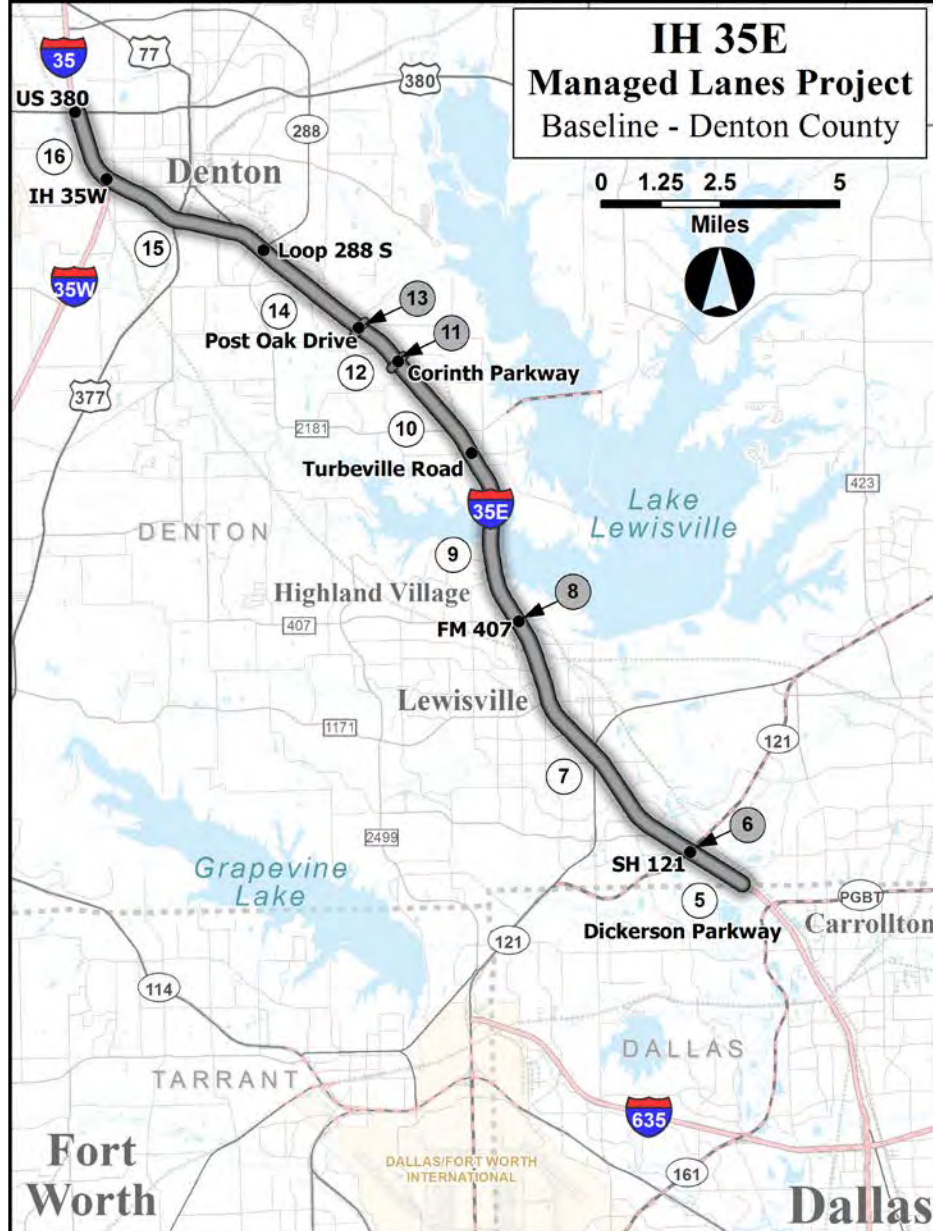
# Exhibit A – Denton Baseline Option

Segment Number & Limits		Length (Mi)	Cost ROW	Cost D-B	Total Cost
16	IH 35W - US 380*	1.2	\$ -	\$ 7	\$ 7
15	Loop 288 S - IH 35W*	3.8	\$ 23	\$ 39	\$ 62
14	Post Oak Drive - Loop 288 S	2.5	\$ -	\$ 63	\$ 63
13	Interchange @ Post Oak Drive	0.2	\$ -	\$ 11	\$ 11
12	Corinth Parkway - Post Oak Drive	0.7	\$ -	\$ 15	\$ 15
11	Interchange @ Corinth Parkway	0.6	\$ 29	\$ 30	\$ 59
10	Turbeville Road - Corinth Parkway	2.2	\$ -	\$ 46	\$ 46
9	FM 407 - Turbeville Road	3.4	\$ 149	\$ 261	\$ 410
	Additional bridge width at Lake Lewisville*		\$ -	\$ 8	\$ 8
8	Interchange @ FM 407	0.6	\$ 24	\$ 32	\$ 56
7	SH 121 - FM 407	5.5	\$ -	\$ 127	\$ 127
6	Interchange @ SH 121	0.9	\$ 49	\$ 79	\$ 128
5	Dickerson Parkway - SH 121	1.3	\$ -	\$ 74	\$ 74
<b>Totals without additional items</b>		<b>17.8</b>	<b>\$ 251</b>	<b>\$ 738</b>	<b>\$ 990</b>
<b>Totals with additional items</b>		<b>22.9</b>	<b>\$ 274</b>	<b>\$ 792</b>	<b>\$ 1,067</b>
All Costs in Millions (Nominal).					
*Item added to project at the request of SB 1420 Committee.					

## Notes:

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- Grayed boxes with ROW costs indicate full or partial construction of the ultimate project– FM 407 to Turbeville is SB construction of the ultimate only.

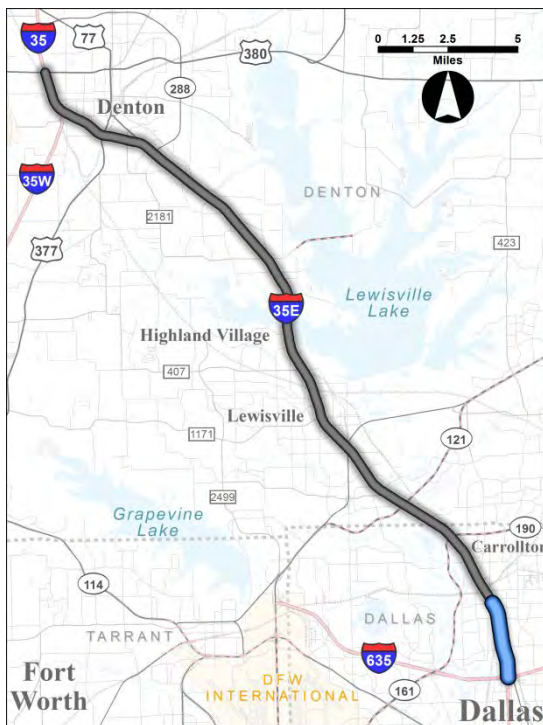
**PRELIMINARY DRAFT: SUBJECT TO CHANGE**





# Exhibit A: Segment 1 – IH 635 to Belt Line Road

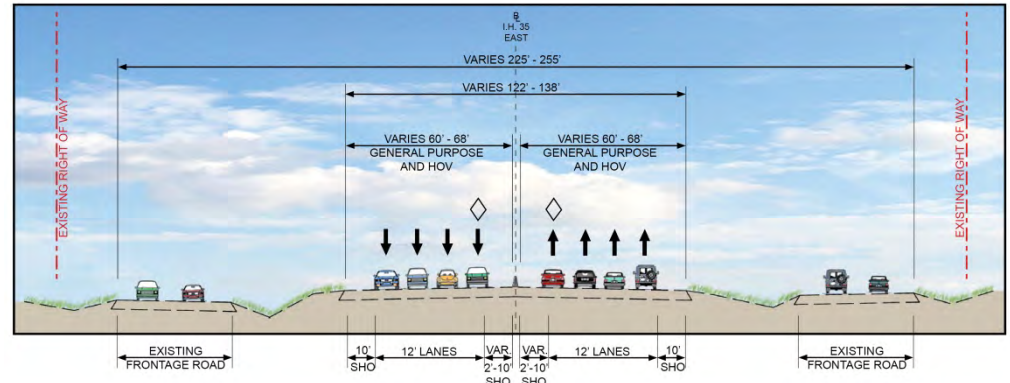
Length	2.1 miles
Estimated Design & Construction Cost	\$50 M
Estimated Right-of-Way Cost	\$0



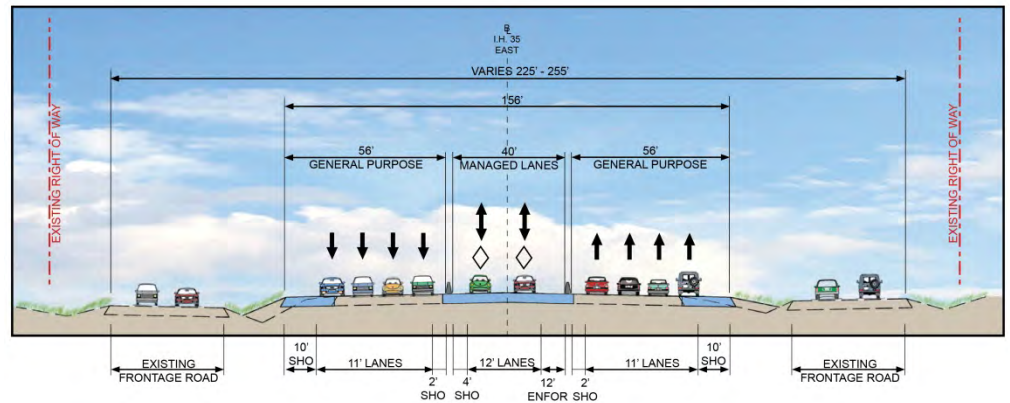
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

## Existing Typical Section



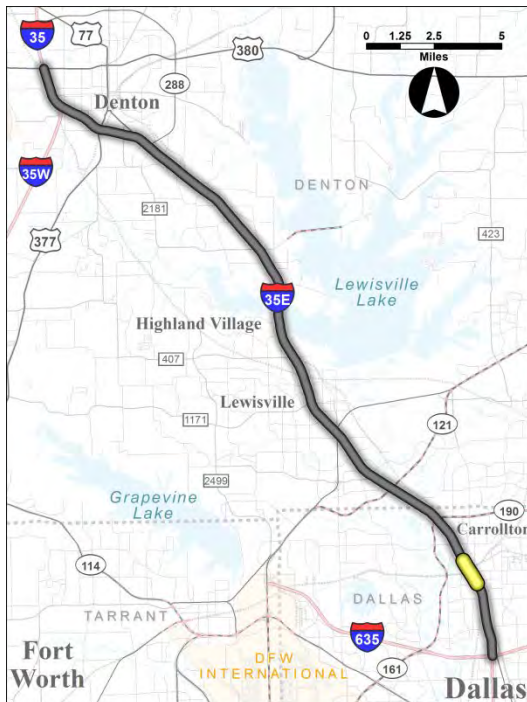
## Proposed Typical Section



Segment 1 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	4.2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		<b>Total</b>	<b>4.2</b>

# Exhibit A: Segment 2 – Belt Line Road Interchange

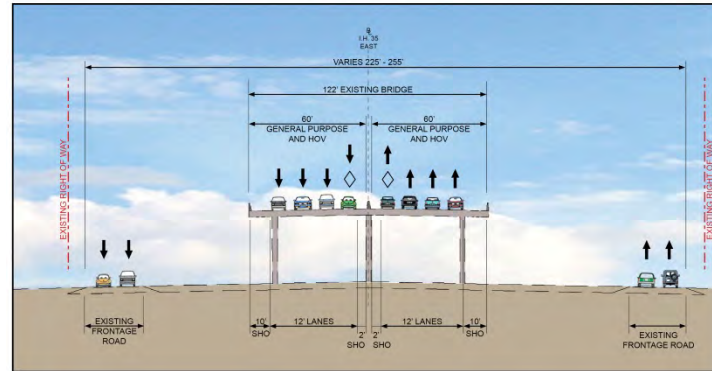
Length	1 mile
Estimated Design & Construction Cost	\$116 M
Estimated Right-of-Way Cost	\$79 M



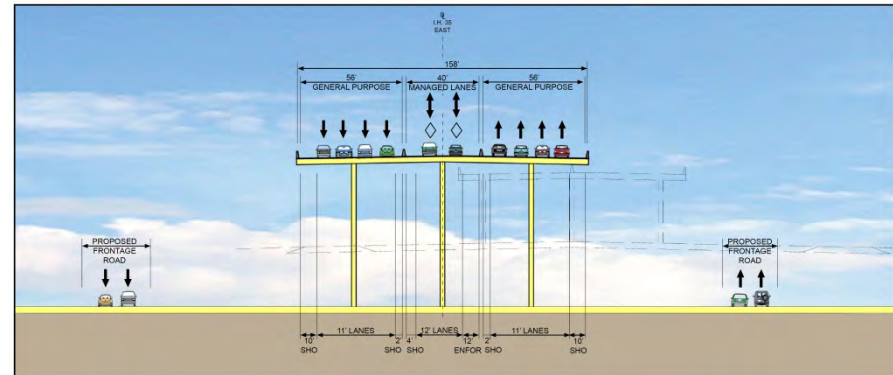
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

## Existing Typical Section



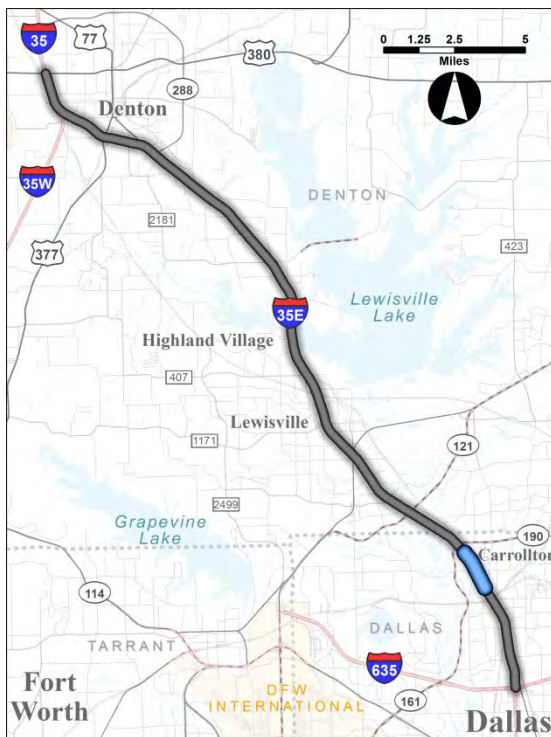
## Proposed Typical Section



Segment 2 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		<b>Total</b>	<b>2</b>

# Exhibit A: Segment 3 – Belt Line Road to Dickerson Parkway

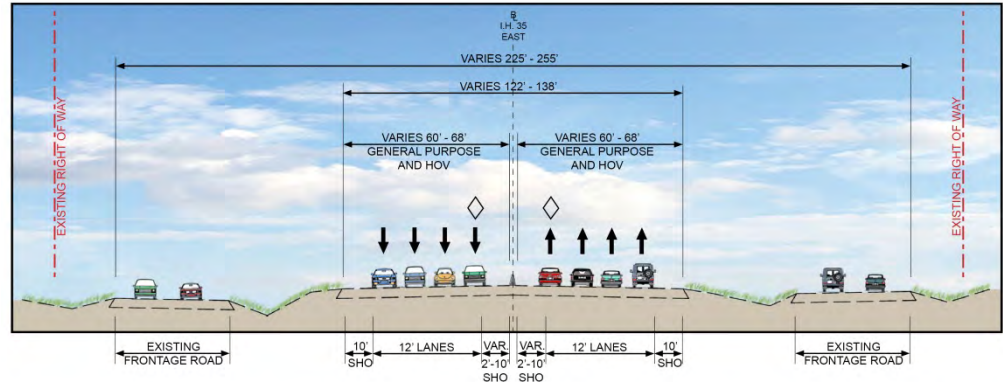
Length	1.4 miles
Estimated Design & Construction Cost	\$33 M
Estimated Right-of-Way Cost	\$0



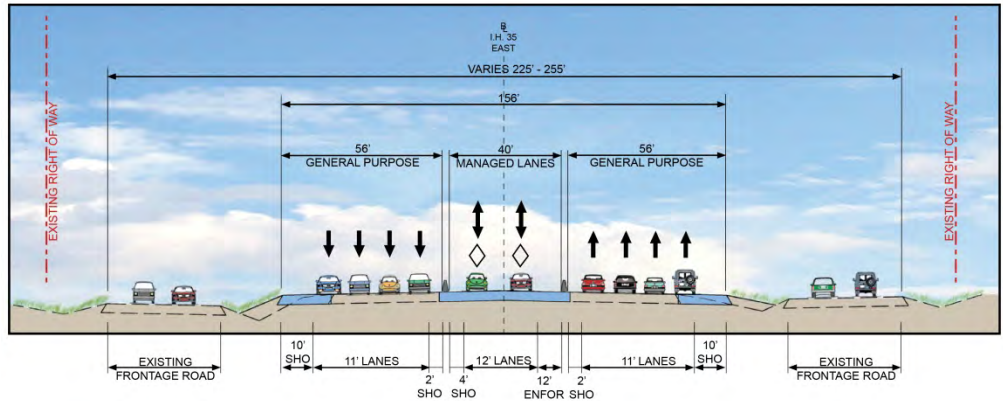
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

## Existing Typical Section



## Proposed Typical Section



Segment 3 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	2.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	2.8

# Exhibit A: Segment 4 – Dickerson Parkway Interchange

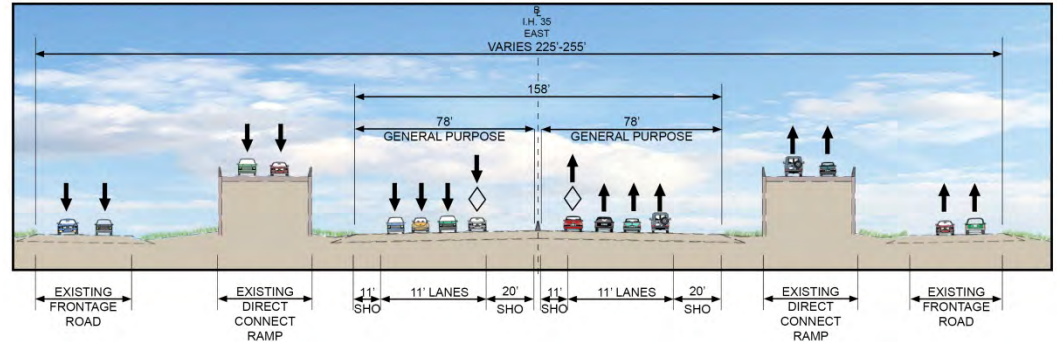
Length	0.1 miles
Estimated Design & Construction Cost	\$54 M
Estimated Right-of-Way Cost	\$63 M



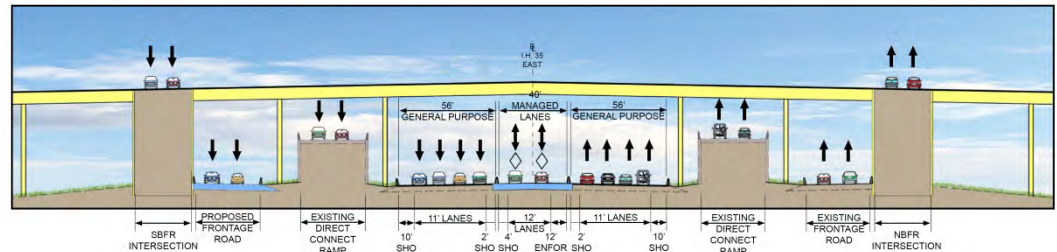
**PRELIMINARY: SUBJECT TO CHANGE**

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## Existing Typical Section



## Proposed Typical Section

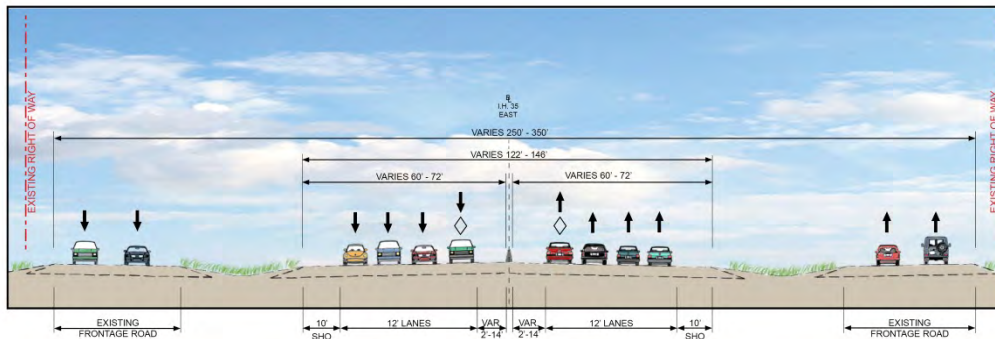


Segment 4 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	0.2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	0.2

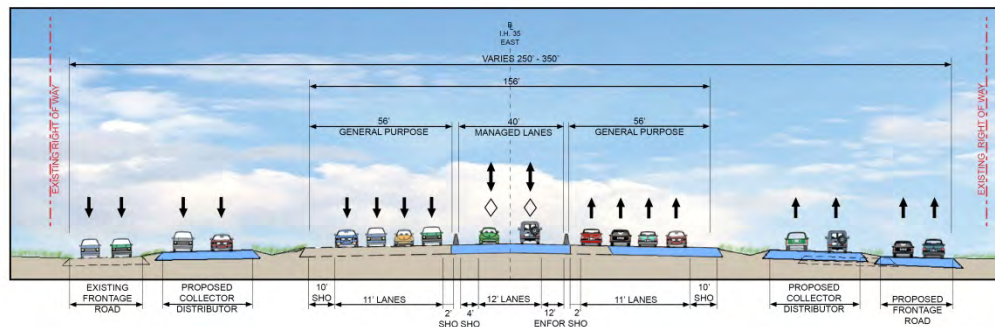
# Exhibit A: Segment 5 – Dickerson Parkway to SH 121

Length	1.9 miles
Estimated Design & Construction Cost	\$103 M
Estimated Right-of-Way Cost	\$0

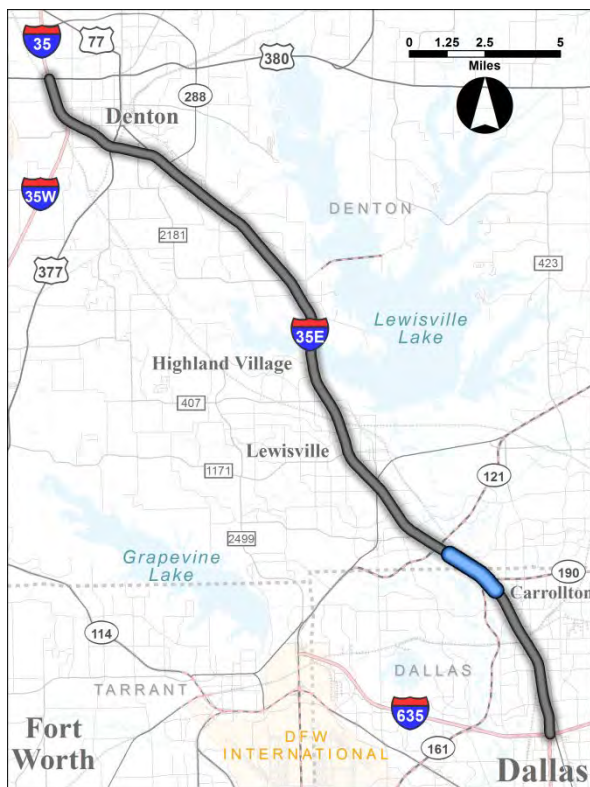
## Existing Typical Section



## Proposed Typical Section



Segment 5 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3 / 4	4	3.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
Collector-Distributor Lanes	0	2	7.6
		Total	11.4

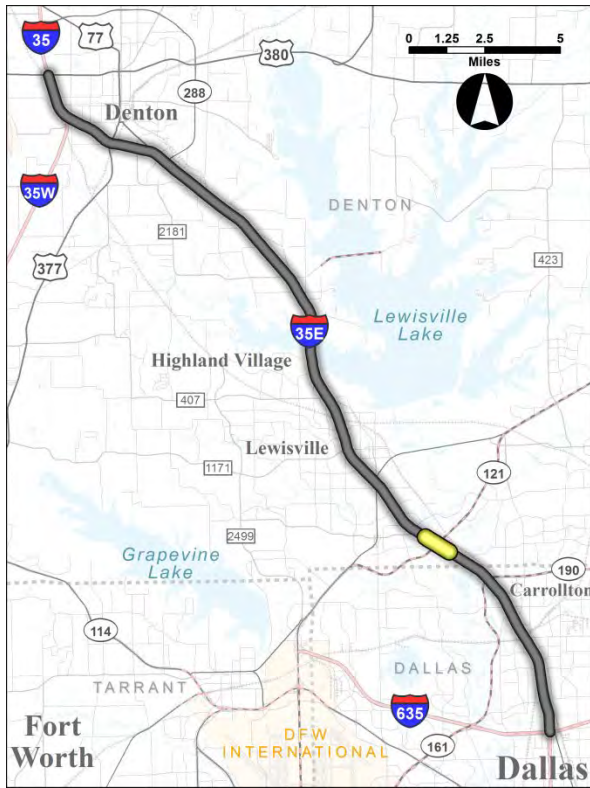


### PRELIMINARY: SUBJECT TO CHANGE

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# Exhibit A: Segment 6 –SH 121 Interchange (North Direct Connector Ramps)

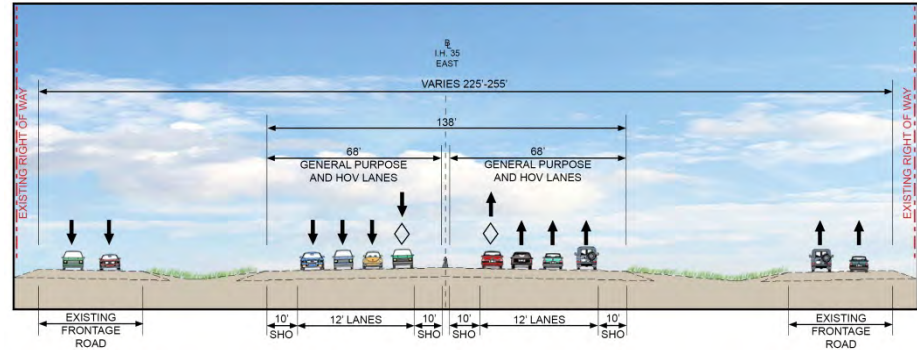
Length	0.9 miles
Estimated Design & Construction Cost	\$79 M
Estimated Right-of-Way Cost	\$49 M



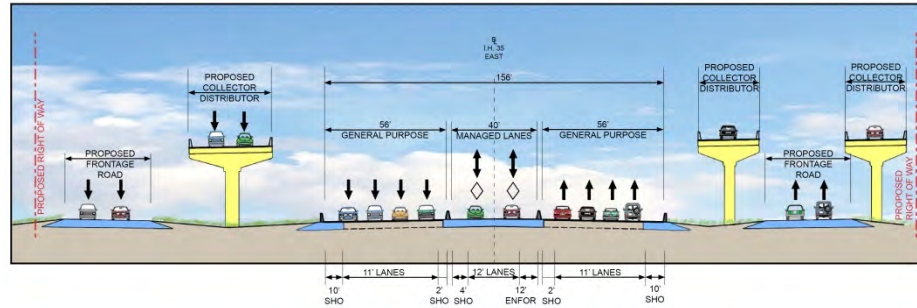
## PRELIMINARY: SUBJECT TO CHANGE

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## Existing Typical Section



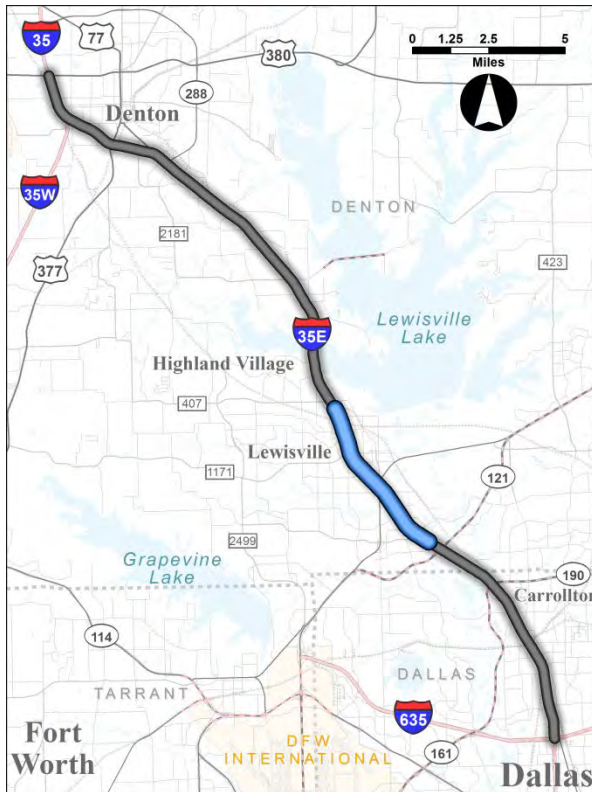
## Proposed Typical Section



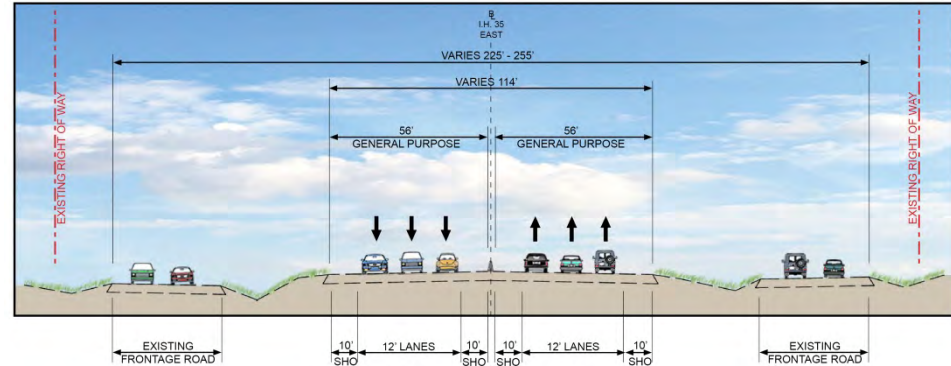
Segment 6 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	1.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
Collector-Distributor Lanes	0	2	3.6
		Total	5.4

# Exhibit A: Segment 7 – SH 121 to FM 407

Length	5.5 miles
Estimated Design & Construction Cost	\$127 M
Estimated Right-of-Way Cost	\$0

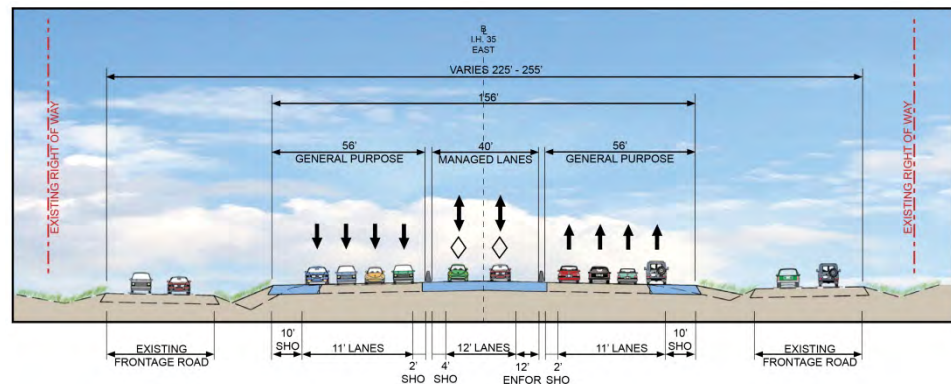


## Existing Typical Section\*



\* Existing HOV extends north to Corporate Dr. See Segment 6 Typical Section for reference.

## Proposed Typical Section



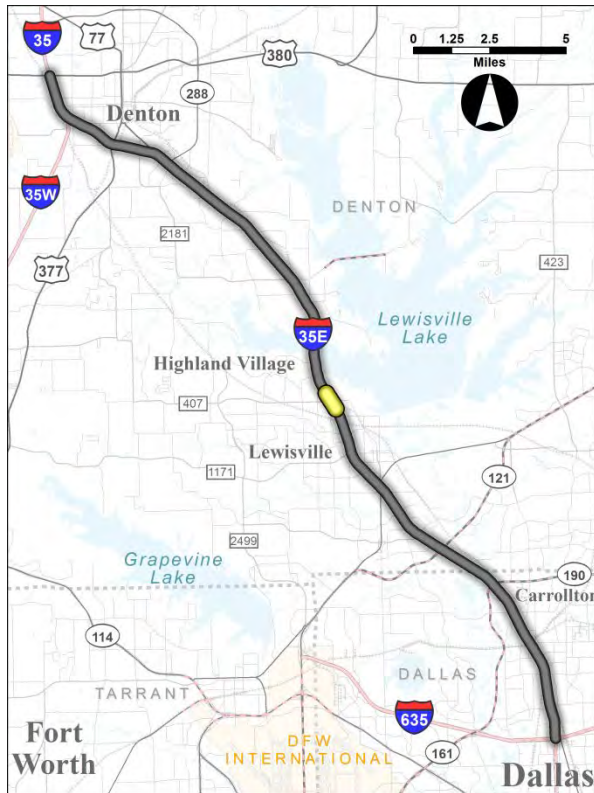
Segment 7 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	11
Managed Lanes	0 / 1 (partial)	2 (reversible)	10.7
Frontage Road Lanes	2	2	0
		Total	21.7

### PRELIMINARY: SUBJECT TO CHANGE

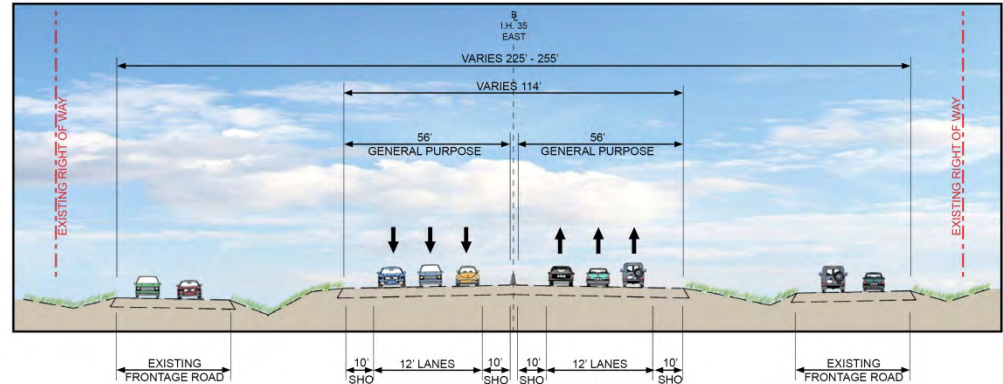
Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

# Exhibit A: Segment 8 –FM 407 Interchange

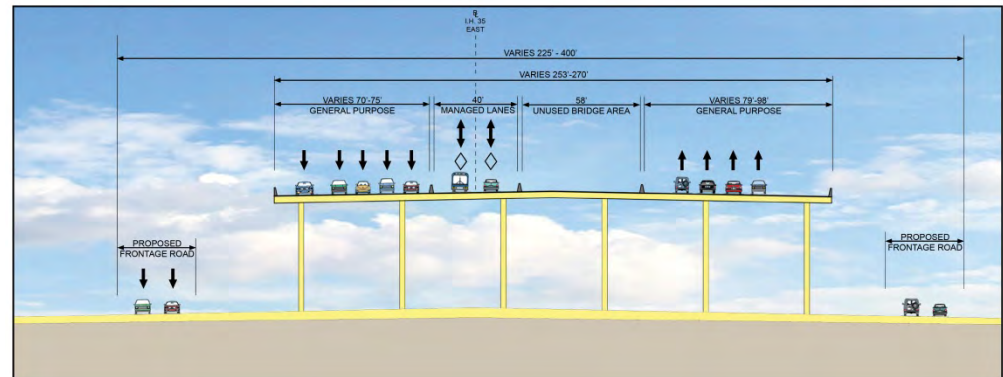
Length	0.6 miles
Estimated Design & Construction Cost	\$32 M
Estimated Right-of-Way Cost	\$24 M



Existing Typical Section



Proposed Typical Section



**PRELIMINARY: SUBJECT TO CHANGE**

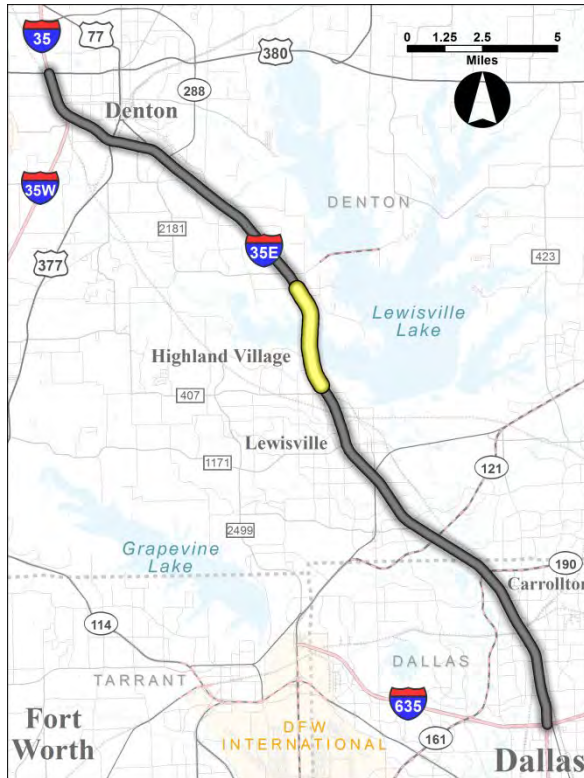
Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

Segment 8 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	1.2
Managed Lanes	0	2 (reversible)	1.2
Frontage Road Lanes	2	2	0
Total			2.4

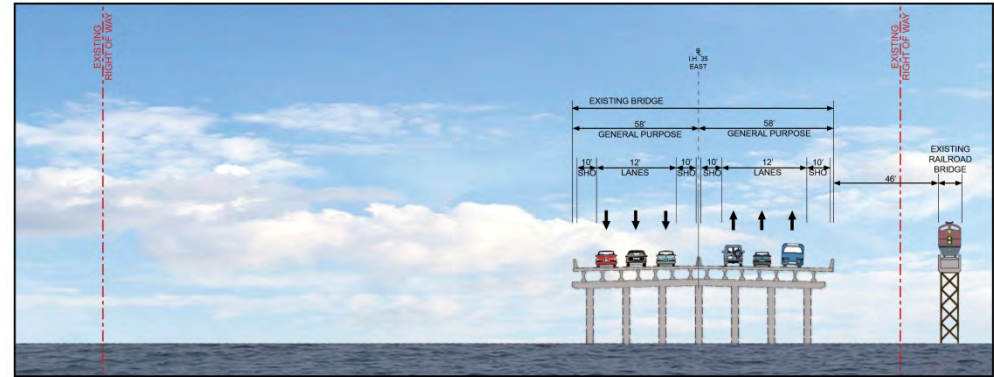


# Exhibit A: Segment 9 – FM 407 to Turbeville Road (Lake Lewisville Bridge)

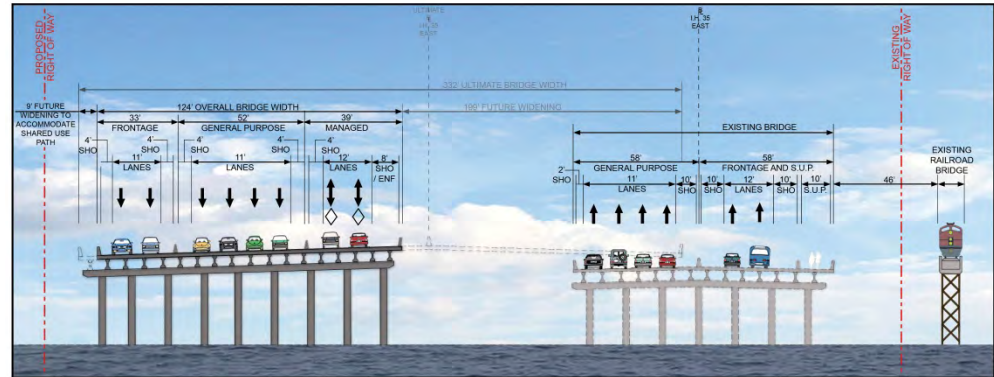
Length	3.4 miles
Estimated Design & Construction Cost	\$261 M
Estimated Right-of-Way Cost	\$149 M



Existing Typical Section



Proposed Typical Section



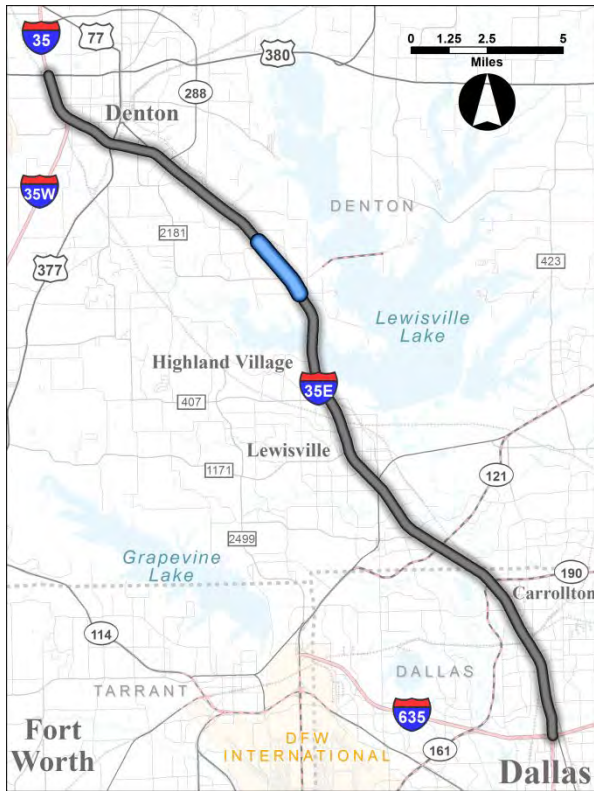
Segment 9 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	6.8
Managed Lanes	0	2 (reversible)	6.8
Frontage Road Lanes	0 / 2 (partial)	2	7.4
		Total	21.0

**PRELIMINARY: SUBJECT TO CHANGE**

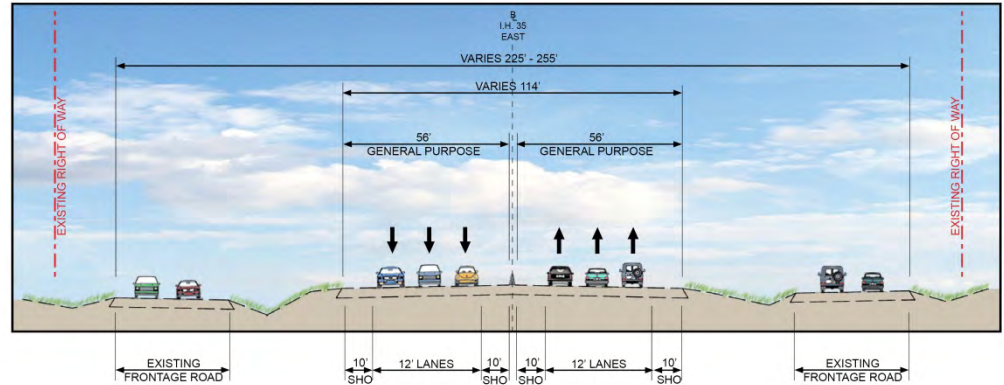
Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

# Exhibit A: Segment 10 – Turbeville Road to Corinth Parkway

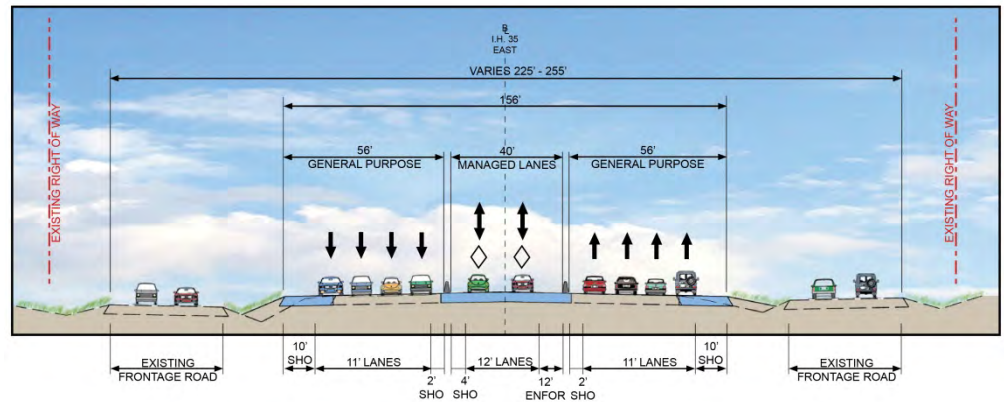
Length	2.2 miles
Estimated Design & Construction Cost	\$46 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



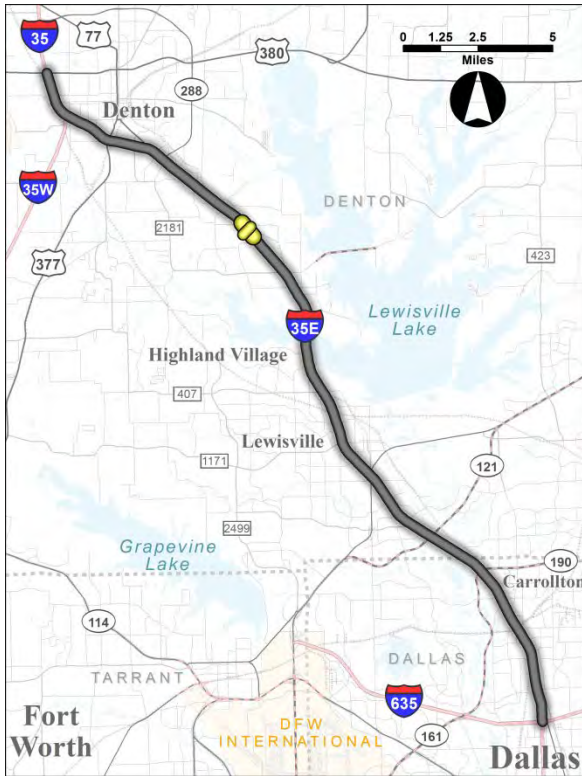
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

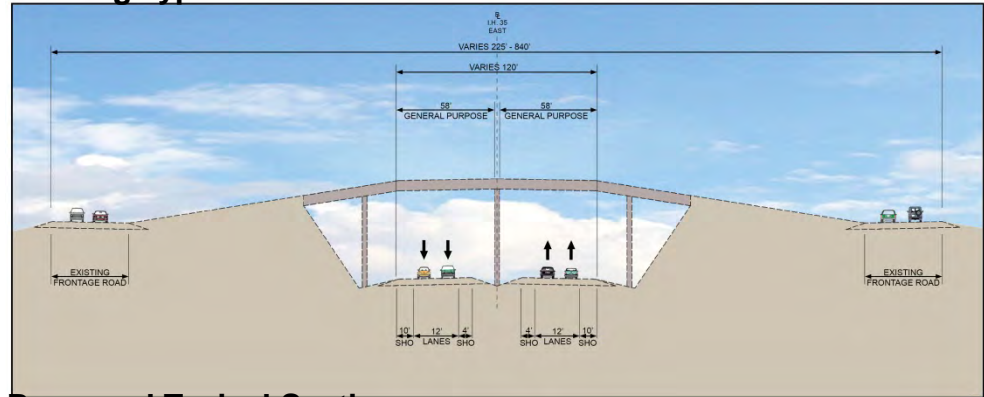
Segment 10 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	4.4
Managed Lanes	0	2 (reversible)	4.4
Frontage Road Lanes	2	2	0
		Total	8.8

# Exhibit A: Segment 11 – Corinth Parkway Interchange (Interchange flip)

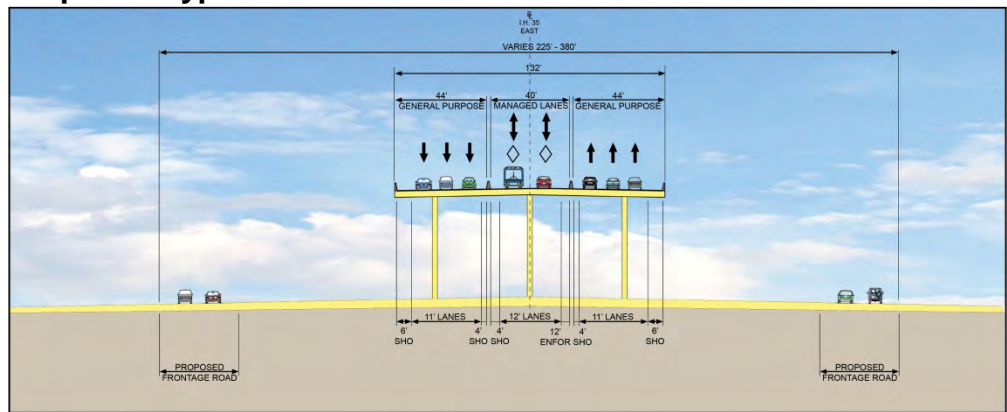
Length	0.6 miles
Estimated Design & Construction Cost	\$30 M
Estimated Right-of-Way Cost	\$29 M



Existing Typical Section



Proposed Typical Section



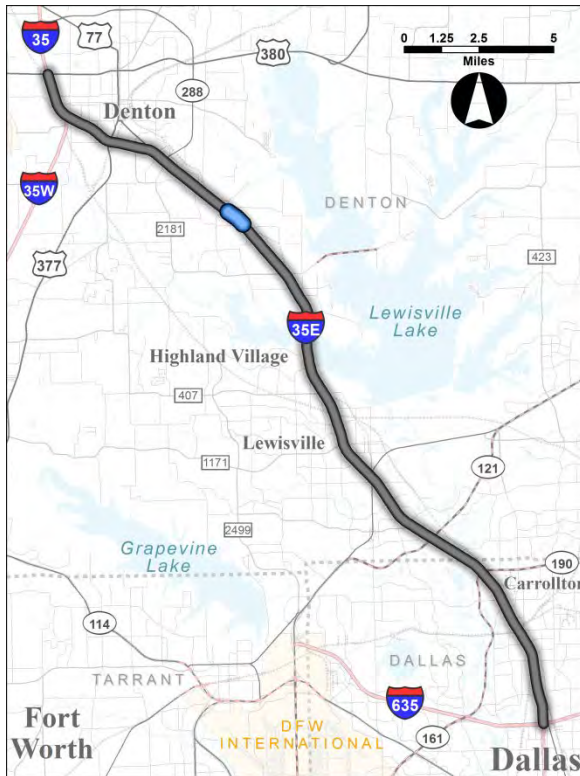
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

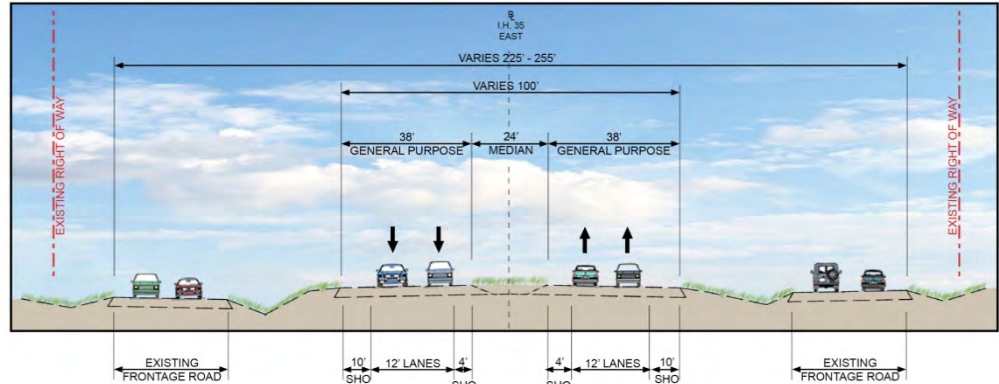
Segment 11 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	1.2
Managed Lanes	0	2 (reversible)	1.2
Frontage Road Lanes	2	2	0
		Total	2.4

# Exhibit A: Segment 12 – Corinth Parkway to Post Oak Drive

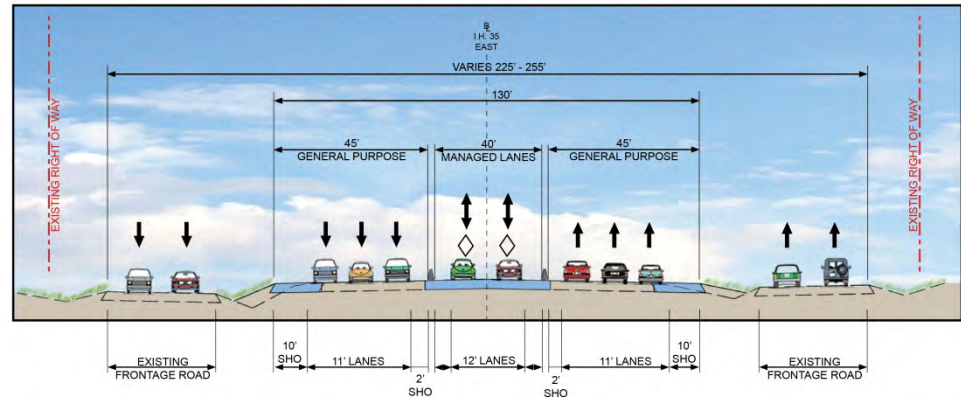
Length	0.7 miles
Estimated Design & Construction Cost	\$15 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



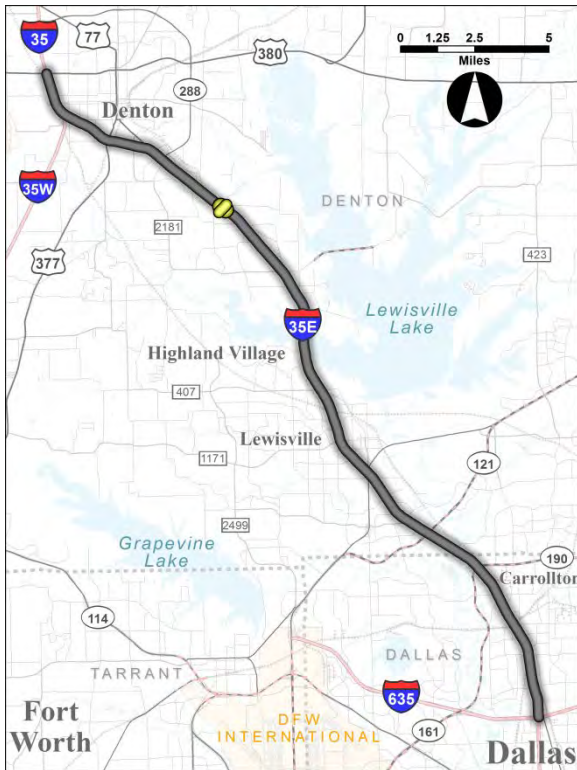
Segment 12 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	1.4
Managed Lanes	0	2 (reversible)	1.4
Frontage Road Lanes	2	2	0
Total			2.8

**PRELIMINARY: SUBJECT TO CHANGE**

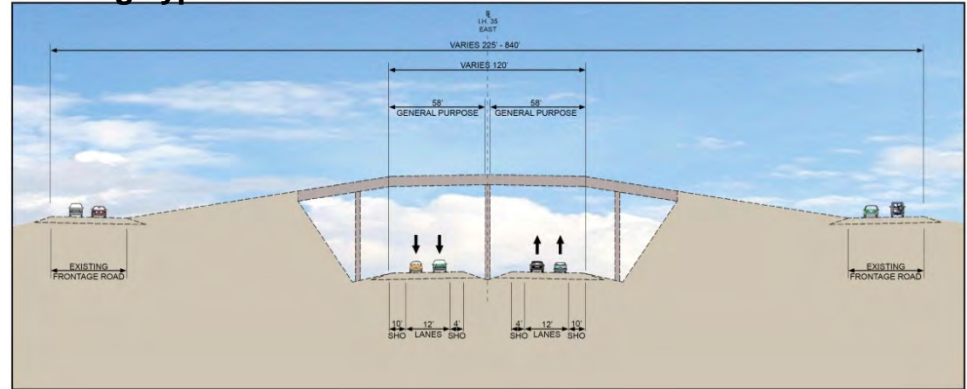
Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

# Exhibit A: Segment 13 – Post Oak Drive Interchange

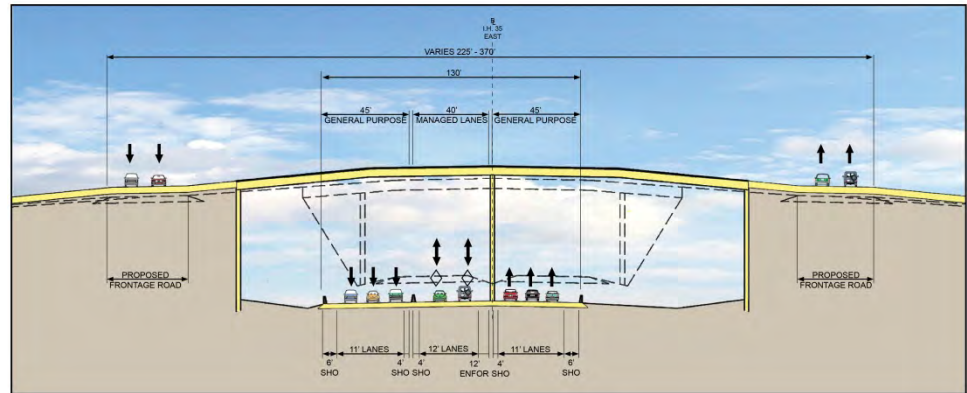
Length	0.2 miles
Estimated Design & Construction Cost	\$11 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



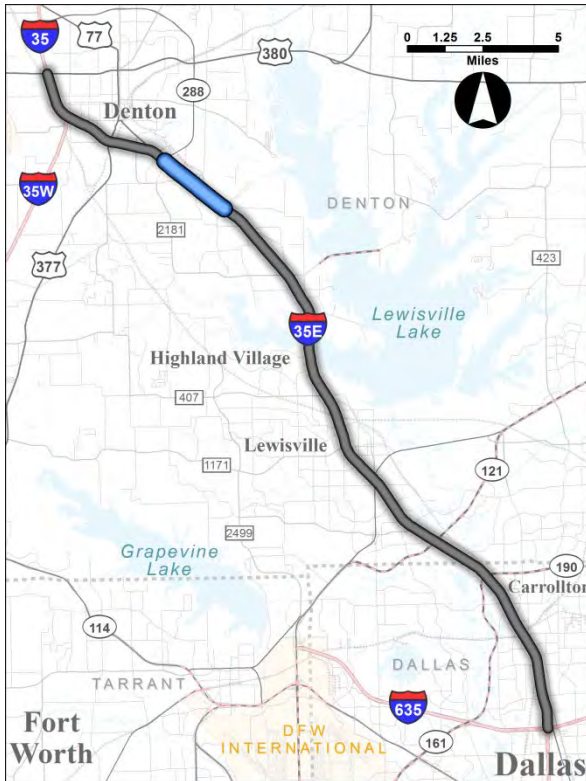
**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

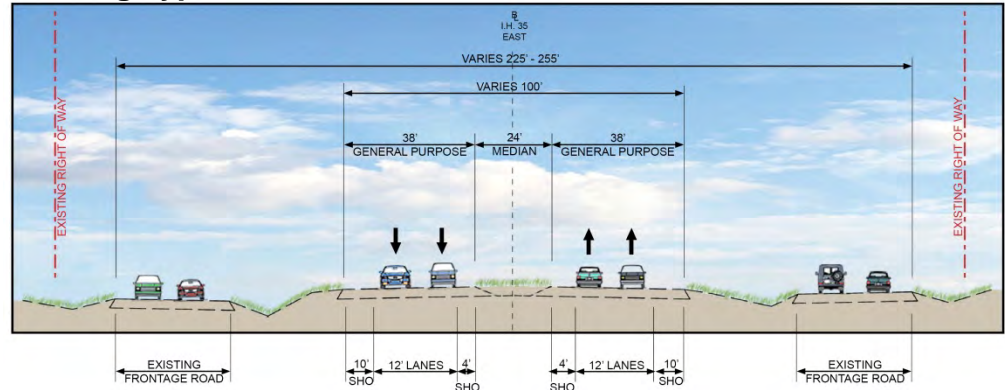
Segment 13 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	0.4
Managed Lanes	0	2 (reversible)	0.4
Frontage Road Lanes	2	2	0
		Total	0.8

# Exhibit A: Segment 14 – Post Oak Drive to Loop 288

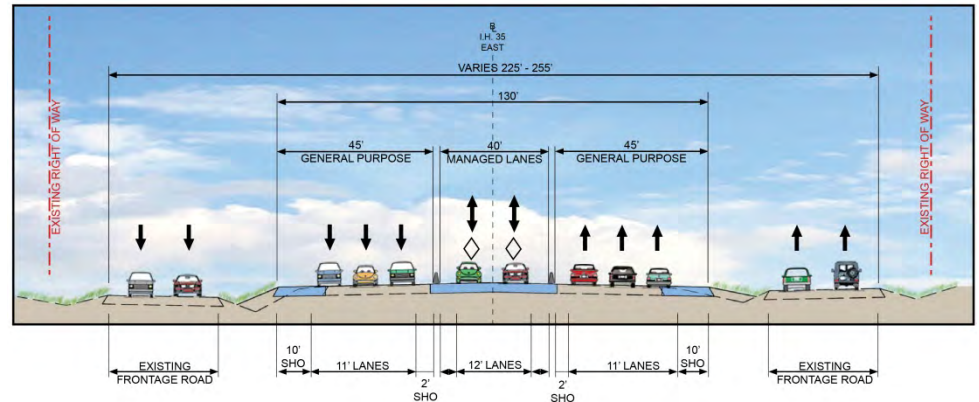
Length	2.5 miles
Estimated Design & Construction Cost	\$63 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

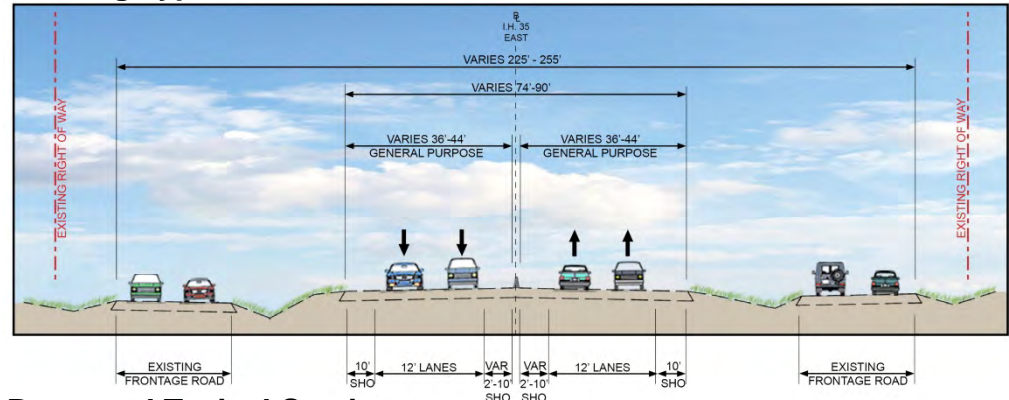
Segment 14 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	5.0
Managed Lanes	0	2 (reversible)	5.0
Frontage Road Lanes	2	2	0
Total			10

# Exhibit A: Segment 15 – Loop 288 to IH 35W

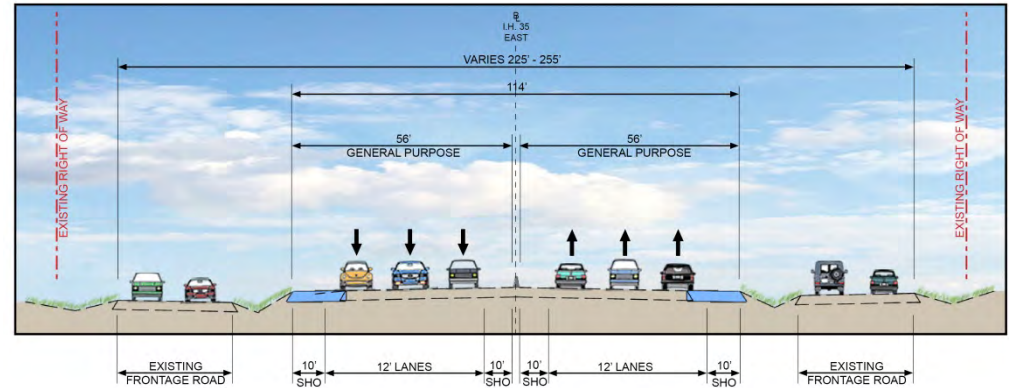
Length	3.8 miles
Estimated Design & Construction Cost	\$39 M
Estimated Right-of-Way Cost	\$23 M



Existing Typical Section



Proposed Typical Section



**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

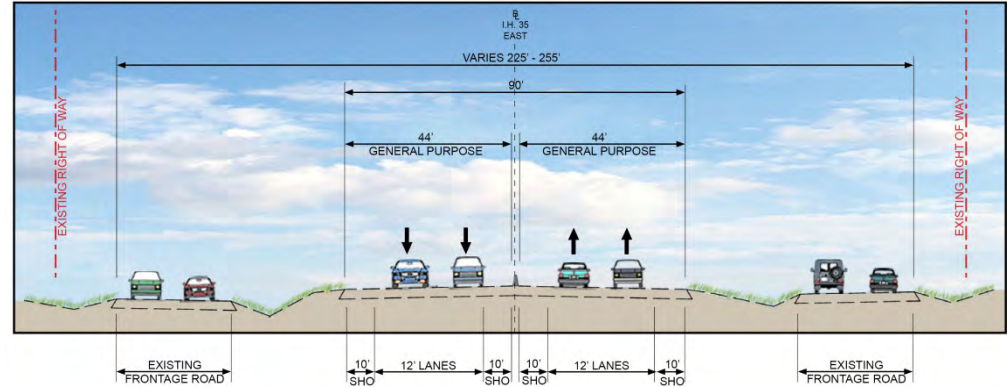
Segment 15 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	7.6
Managed Lanes	0	0	0
Frontage Road Lanes	2	2	0
		<b>Total</b>	<b>7.6</b>

# Exhibit A: Segment 16 – IH 35W to US 380

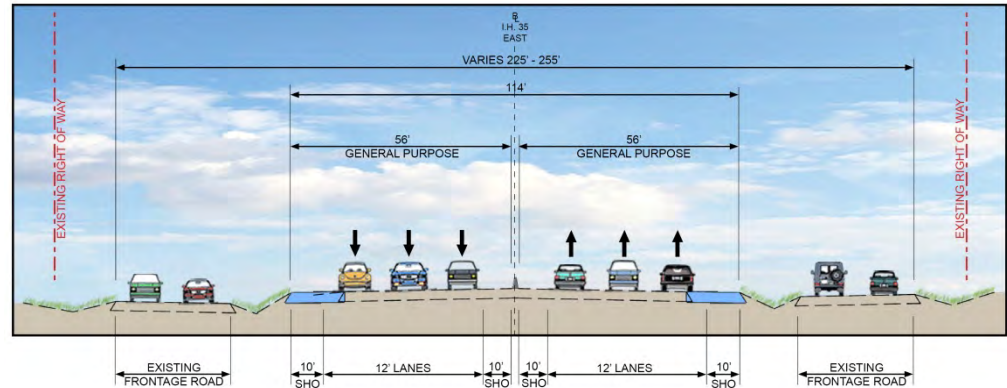
Length	1.2 miles
Estimated Design & Construction Cost	\$7 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



**PRELIMINARY: SUBJECT TO CHANGE**

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

Segment 16 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	2.4
Managed Lanes	0	0	0
Frontage Road Lanes	2	2	0
Total			2.4



# MANAGED LANE POLICIES

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council (RTC) approval.
3. Toll rates will be updated monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single-occupant vehicles will pay the full rate.
7. Trucks will pay a higher rate, and no trucks will be permitted in the LBJ tunnel.



# MANAGED LANE POLICIES

## (continued)

8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.\* This discount will phase out after the air quality attainment maintenance period. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement (CDA) firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.

\*6 hours per weekday: 6:30 a.m. - 9:00 a.m. and 3:00 p.m. - 6:30 p.m.



# MANAGED LANE POLICIES

## (continued)

11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 mph. Rebates will not apply if speed reduction is out of the control of the operator.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for “Green Vehicles.”
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.



# MANAGED LANE POLICIES

## (continued)

17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. The duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.



**REGIONAL TRANSPORTATION COUNCIL RESOLUTION  
ON THE DEVELOPMENT OF THE IH 35E PROJECT  
(R12-01)**

**WHEREAS**, Interstate Highway 35 East (IH 35E) is of Statewide, national, and international importance for the movement of people and commerce now and for the long-term future; and,

**WHEREAS**, IH 35E serves as “Main Street, DFW”; and,

**WHEREAS**, the expansion of IH 35E consists of adding general purpose lanes, managed/toll lanes, and frontage road lanes from IH 635 in Dallas County to US 380 in Denton County and is herein after referred to as the IH 35E project; and,

**WHEREAS**, the IH 35E project has been designated as a high-priority project by the Regional Transportation Council (RTC); and,

**WHEREAS**, Local Partners, including Denton County, Dallas County, cities along the corridor, the RTC, the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Denton County Transportation Authority (DCTA), Congressional representatives and State legislators have been working for years to advance the IH 35E project; and,

**WHEREAS**, DART and TxDOT paid the local match for early RTC improvements on IH 35E in the form of HOV lanes that will be updated as part of this project; and,

**WHEREAS**, the Local Partners have developed innovative funding methods to advance the project such as the partnership between Denton and Dallas Counties where Denton County RTR funds were loaned to complete the IH 635 project and will be repaid with interest; and,

**WHEREAS**, the region prioritized funding for the DCTA A-train to be operational before the IH 35E project commences in order to mitigate traffic impacts during construction; and,

**WHEREAS**, currently identified funding of \$639 million includes: \$484 million in RTR funds, \$78 million in Congestion Mitigation and Air Quality (CMAQ) funds (\$55 million in repayment for Denton County bonds previously submitted to RTC), \$10 million in Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, \$44 million in Proposition 14 Bond proceeds, and \$23 million in Demonstration and/or Congressional Earmark funds; and,

**WHEREAS**, the NTTA has waived primacy for the IH 35E project; and,

**WHEREAS**, the Texas Legislature has authorized the development of the IH 35E project as one of the few public-private partnerships that can proceed in Texas; and,

**WHEREAS**, Senate Bill 1420 (82<sup>nd</sup> Texas Legislature, Regular Session) requires for certain TxDOT toll projects, including the IH 35E project, that a committee comprised of representatives from local and regional stakeholders and TxDOT (The SB 1420 Committee) be formed to make determinations concerning the distribution of the project's financial risk, the method of financing for the project, and the project's tolling structure and methodology that will determine the project's delivery method in order to ensure local and regional input into the process; and,

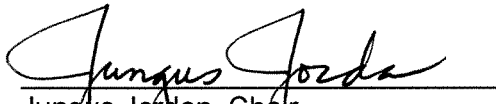
**WHEREAS**, the SB 1420 Committee on IH 35E has requested the RTC to take action on the principles guiding the construction of this project.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**


- Section 1.** The RTC requests the Texas Transportation Commission provide supplemental funding to expand general purpose freeway lanes in addition to the managed/toll lanes and frontage road improvements in the initial expansion of Interstate Highway 35 East. The initial phase of the Interstate Highway 35 East project should also include bridge structures across Lake Lewisville sufficient for frontage roads and additional capacity improvements.
- Section 2.** The RTC will request the SB 1420 Committee and the Texas Transportation Commission provide that the initial expansion of Interstate Highway 35 East include improvements along the entire IH 35E Corridor from IH 635 in Dallas County to US 380 in Denton County.
- Section 3.** The RTC acknowledges that the RTR revenue funds allocated to IH 35E in Denton County or future RTR funds in Dallas County cannot be spent without the express authorization of the respective Commissioners Court by resolution. Existing RTC policy requires RTR funded projects be accompanied with input from impacted local governments.
- Section 4.** The RTC requests formal action by Denton and Dallas Counties and cities along the corridor before the Texas Transportation Commission takes final action on construction plans on IH 35E.
- Section 5.** The RTC will request that the SB 1420 Committee issue a report containing determinations that are consistent with air quality conformity, the findings of Mobility 2035 and the National Environmental Policy Act (NEPA) documents related to the IH 35E project.
- Section 6.** The RTC will assist local stakeholders in initiating conversations with local governments, regional leaders, the Texas Transportation Commission and other interested public and private partners to allocate additional resources to the project, including private equity, local, State and federal funds in order to build as much of the IH 35E project as possible.
- Section 7.** The RTC will request that the SB 1420 Committee commit to meeting TxDOT's schedule to make the required determinations as soon as possible.
- Section 8.** The RTC requests that revised cost estimates and financial analyses of the IH 35E project be completed during the Request For Qualifications (RFQ) process for the project, and this information and information concerning any additional funding identified for the project be provided to the SB 1420 Committee on or before the completion of the RFQ process, and requests that the SB 1420 Committee make determinations that result in one delivery method for the IH 35E project, and that the SB 1420

Committee submit its report to the Executive Director of TxDOT prior to the issuance of a Request for Proposals (RFP) for the project.

- Section 9.** The RTC will request that TxDOT complete the procurement process for the IH 35E project as expeditiously as possible, hopefully no later than December 2012.
- Section 10.** Existing RTC policy requires that revenues shall remain in the counties in which the revenue-generating project is located.
- Section 11.** A copy of this resolution shall be transmitted to the Texas Transportation Commission, the TxDOT Executive Director, the IH 35E SB 1420 Committee, impacted State legislators and impacted local governments.

  
Jungus Jordan, Chair  
Regional Transportation Council  
Councilmember, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on January 12, 2012.

  
Kathryn Wilmon, Secretary  
Regional Transportation Council  
Councilmember, City of Arlington