

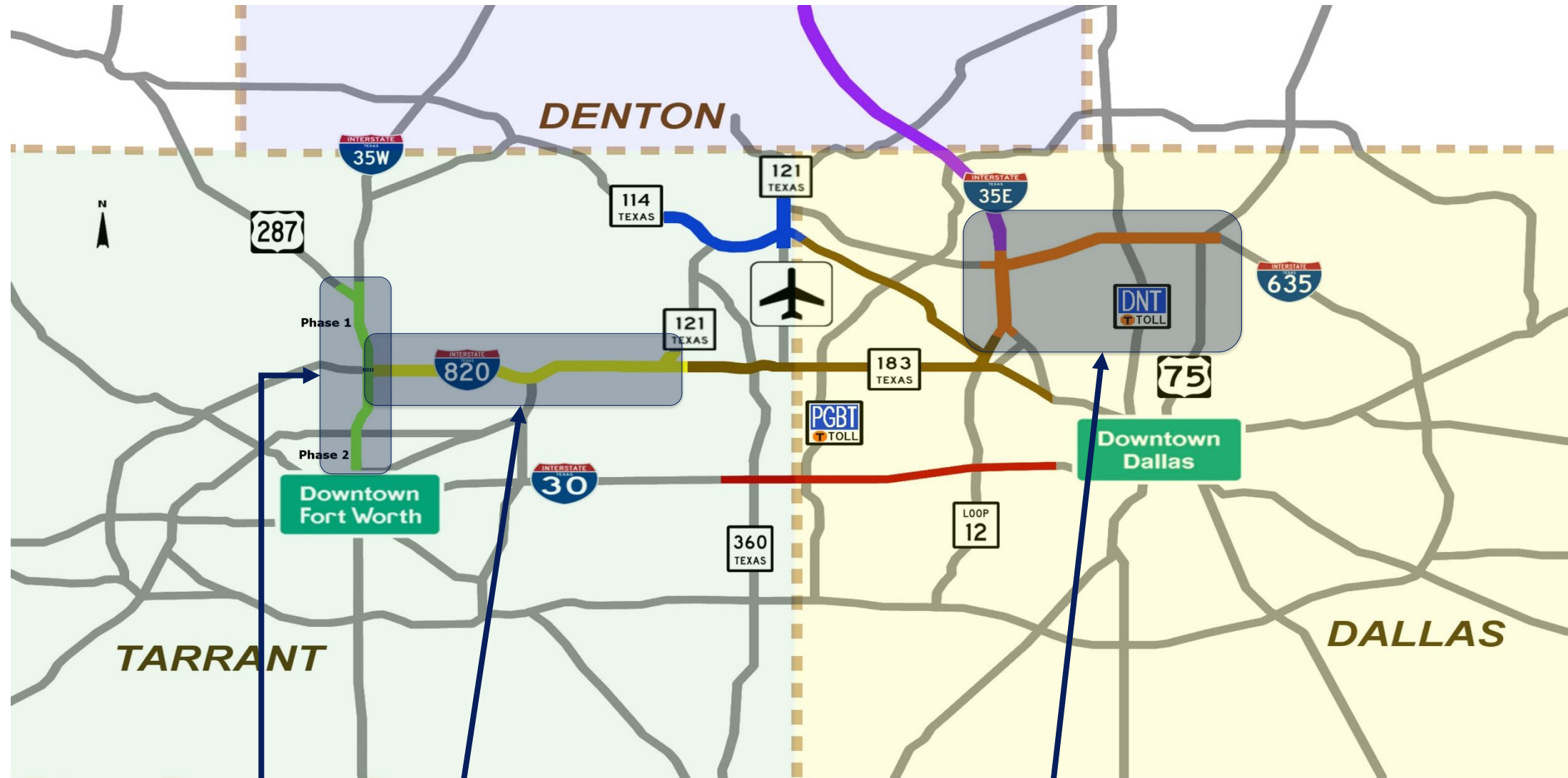
NTE & LBJ Managed Lanes Key Facts After the First Year of Operations

Alberto González | Miami | May 6, 2016





DFW Managed Lanes System



- NTE PROJECT**
Open
Pay by shape and size
- NTE 35W PROJECT**
Phase 1 Opens 2016
Phase 2 Opens 2018
Pay by shape and size
- I-30 PROJECT**
Opens 2016
Pay by axles
- I-35E PROJECT**
Opens 2018
Pay by axles
- LBJ PROJECT**
Open
Pay by shape and size
- MIDTOWN EXPRESS**
Opens 2018
- DFW CONNECTOR**
Open
Pay by axles

North Texas TEXpress Lanes System



NTET EXPRESS



13.3 miles
\$2.1 billion investment
20% equity
52% debt
28% public subsidy
Opened October 2014



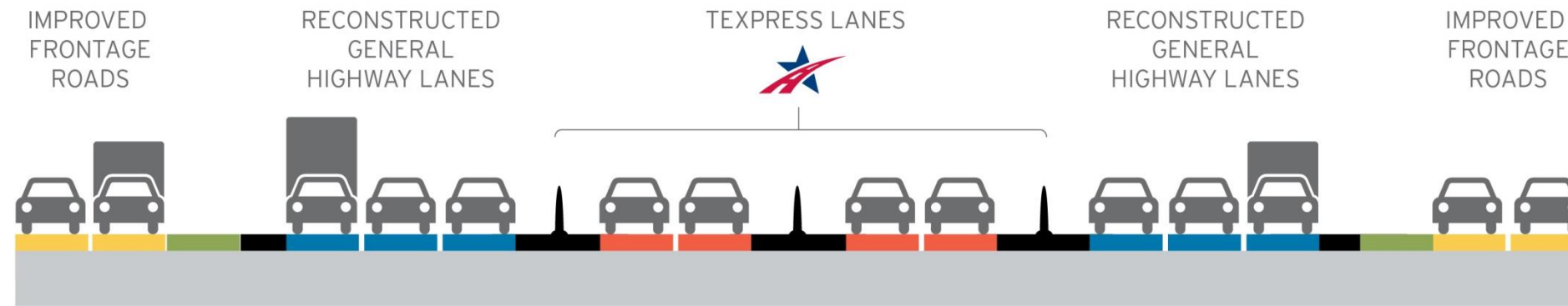
LBJ EXPRESS



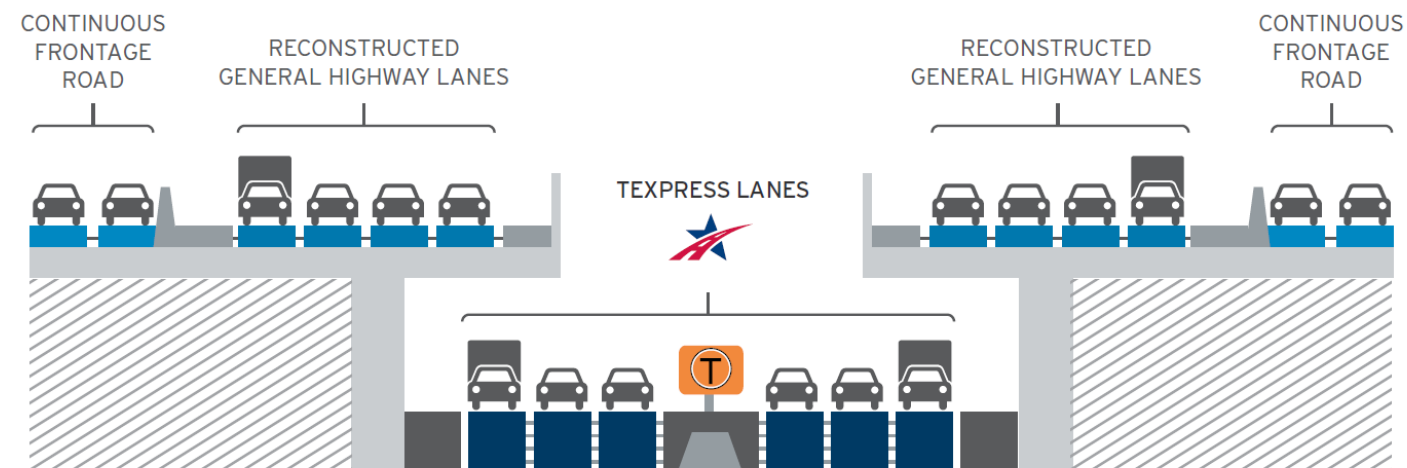
13.3 miles
\$2.6 billion investment
26% equity
56% debt
18% public subsidy
Opened September 2015



Ahead of time and on budget



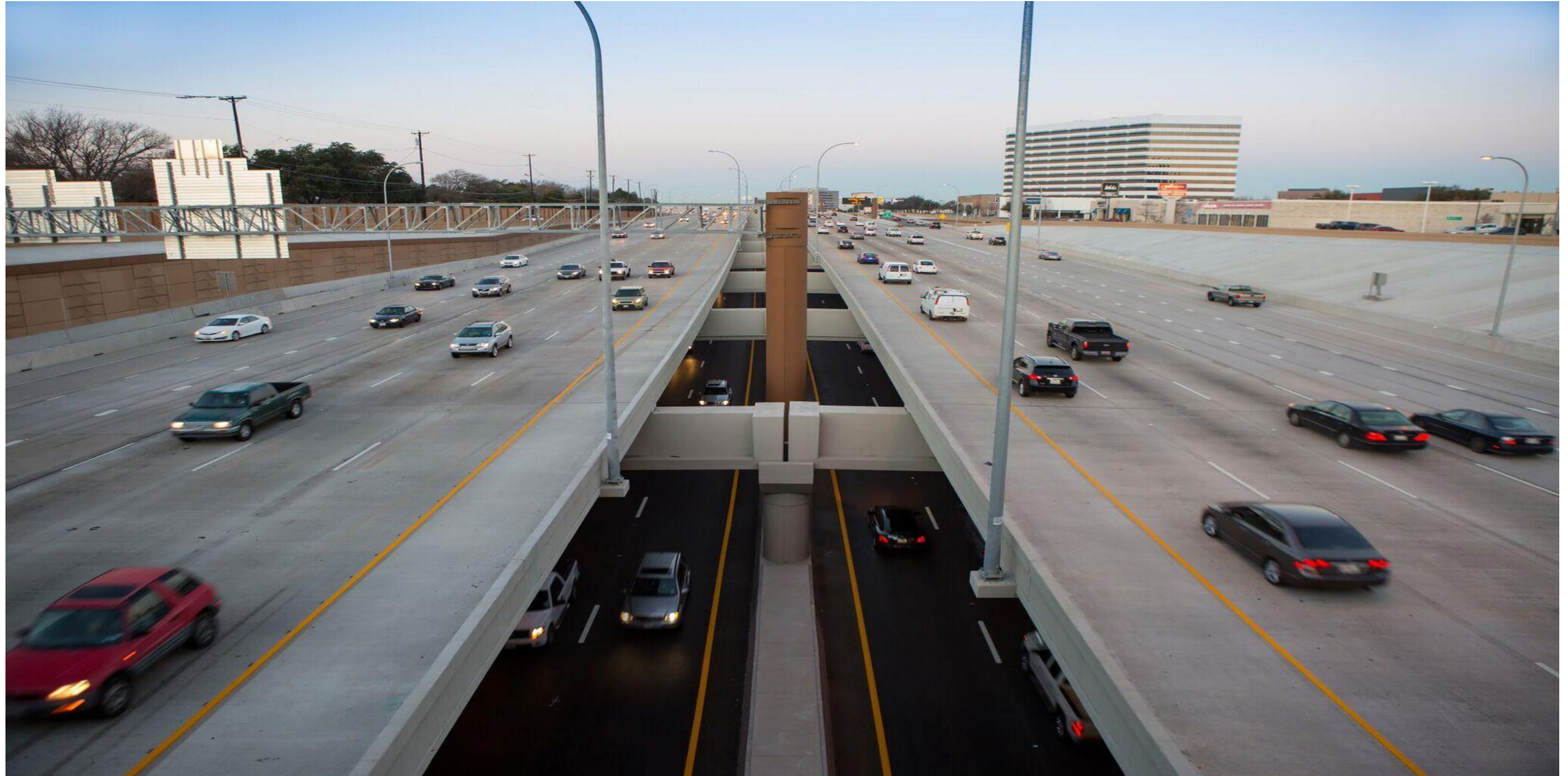
NTE: 2 additional managed lanes per direction
Completed Oct 2014, **9 months ahead of schedule, on budget**



LBJ: 3 additional managed lanes per direction
completed Sept 2015, **3 months ahead of schedule, on budget**



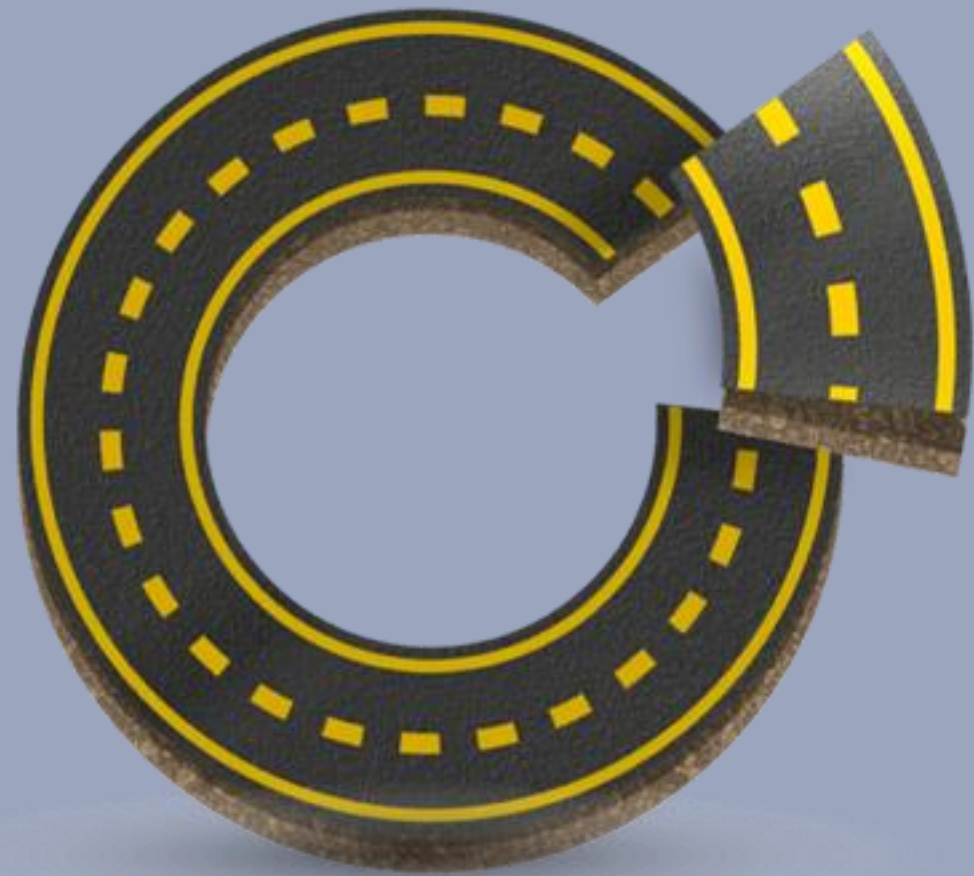
LBJ – Segment 2





NTE – Segment 2





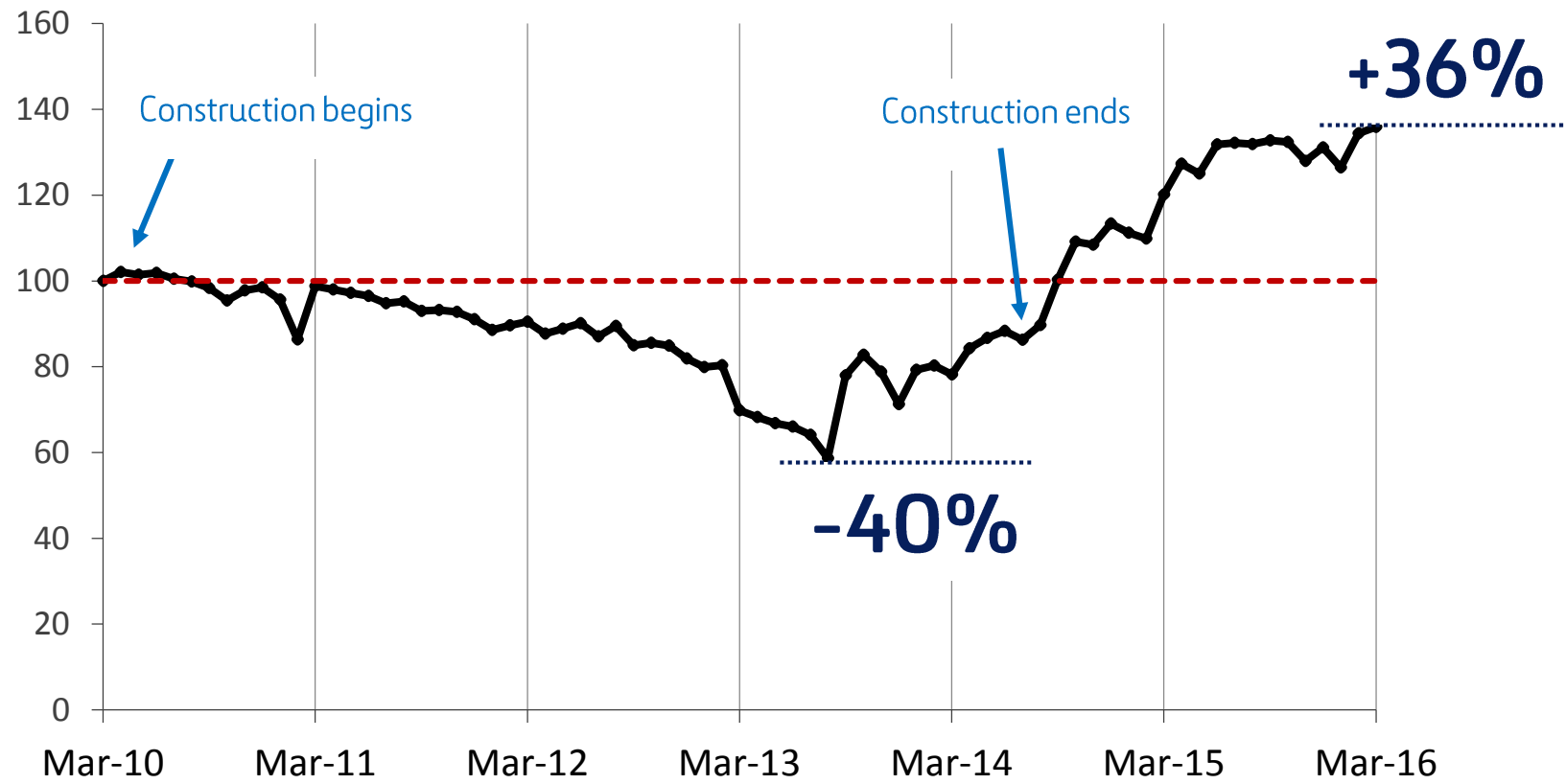
NTE/LBJ Project Benefits



Rapid corridor improvement

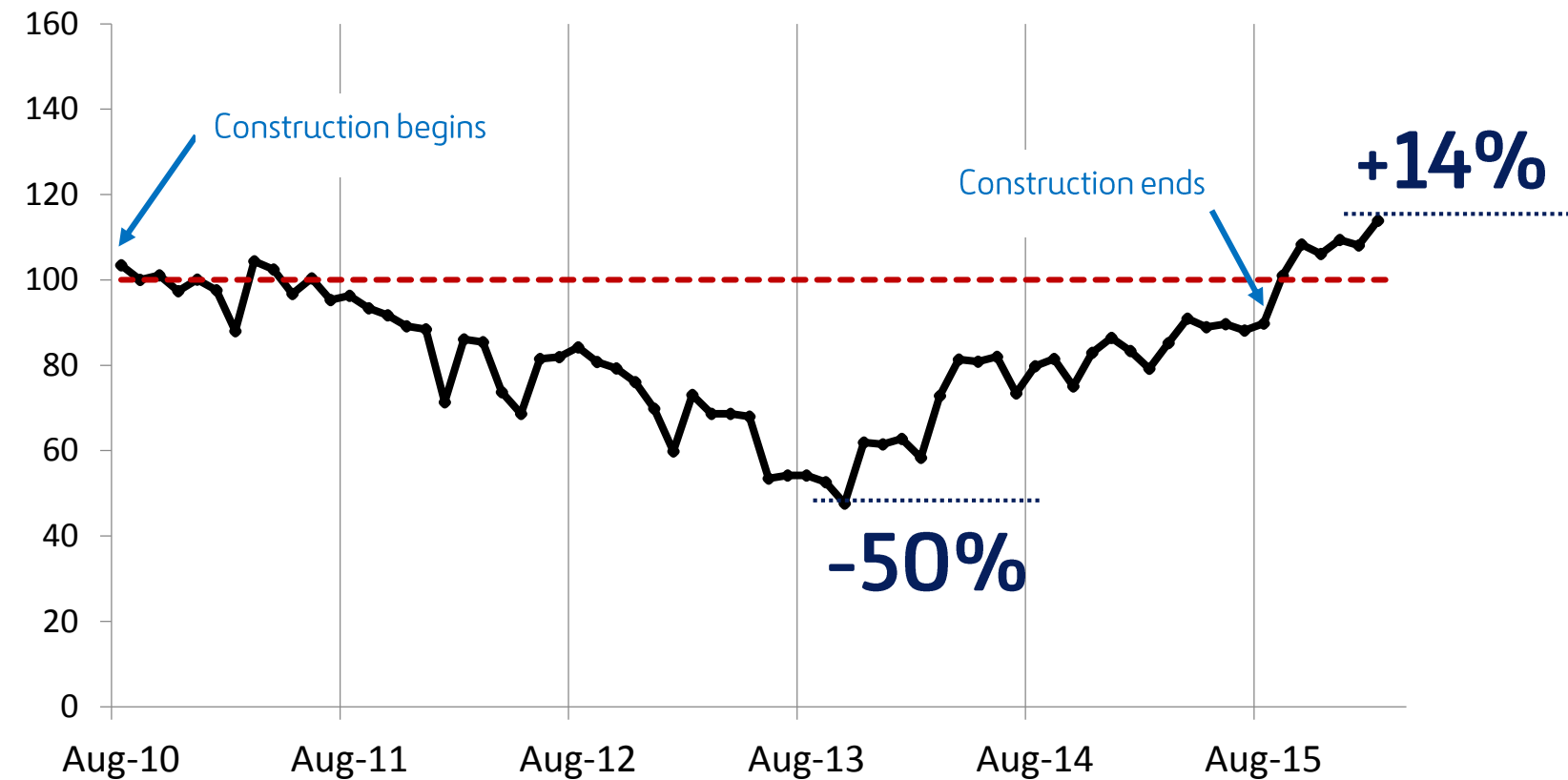
NTE Corridor Traffic Recovery

Indexed Traffic (General Purpose + Managed Lanes) to March 2010



LBJ Corridor Traffic Recovery

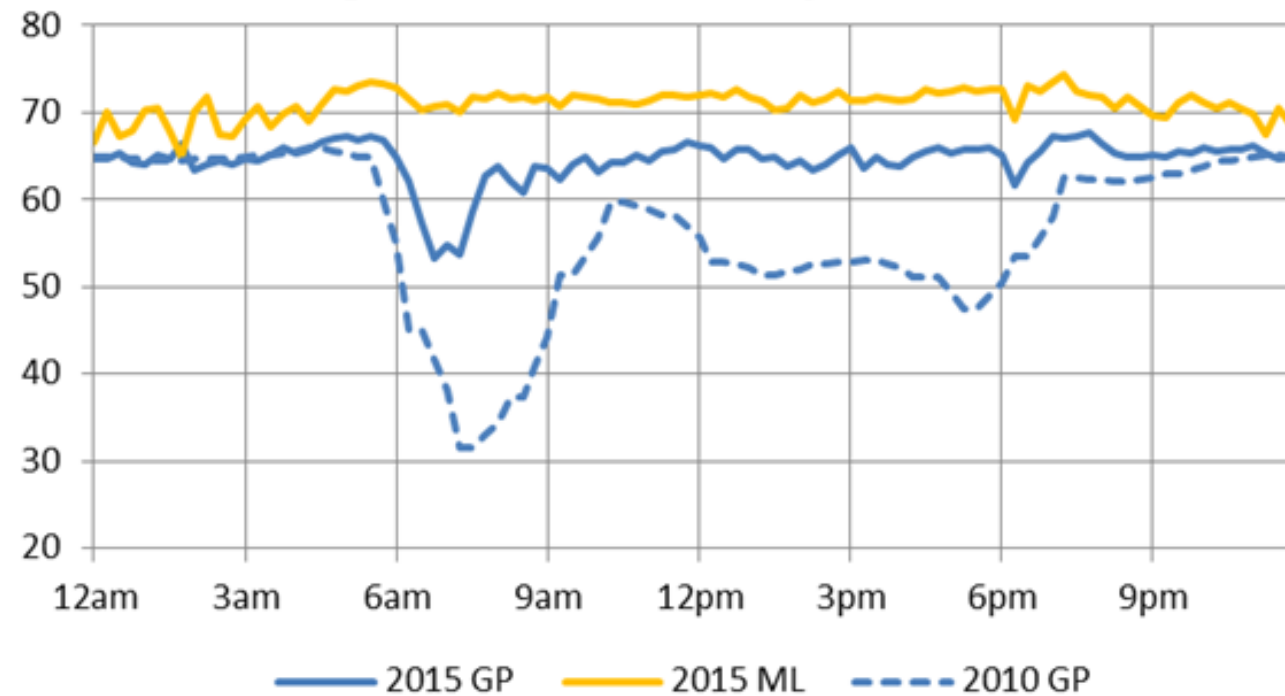
Indexed Traffic (General Purpose + Managed Lanes) to August 2010





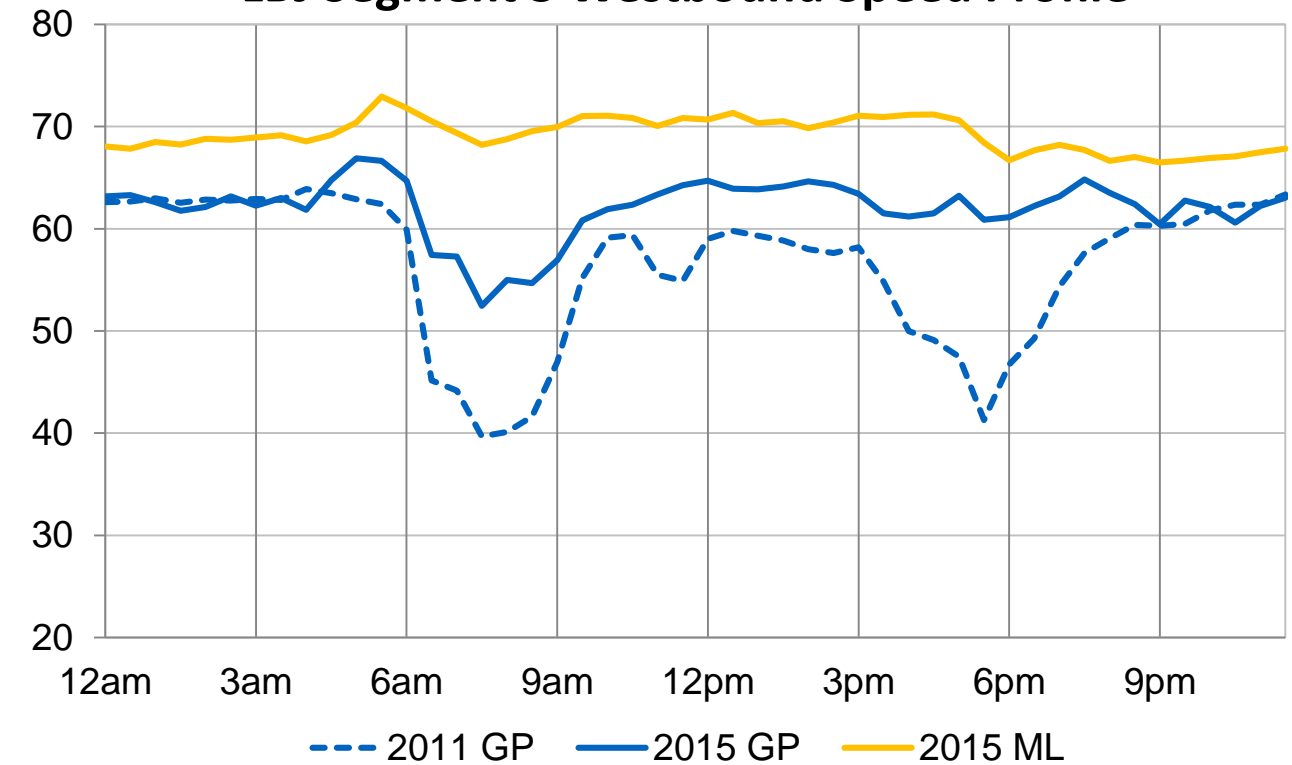
Better conditions for everyone

Segment 2 Eastbound Speed Profile



1. Improved geometry but no additional lanes
2. **General Purpose traffic 7% higher** than before construction
3. Average speed increased by 15%
4. **General Purpose congestion time reduced by 73%**
 - Congestion (speed below 50mph) down from 29% to 8%

LBJ Segment 3 Westbound Speed Profile

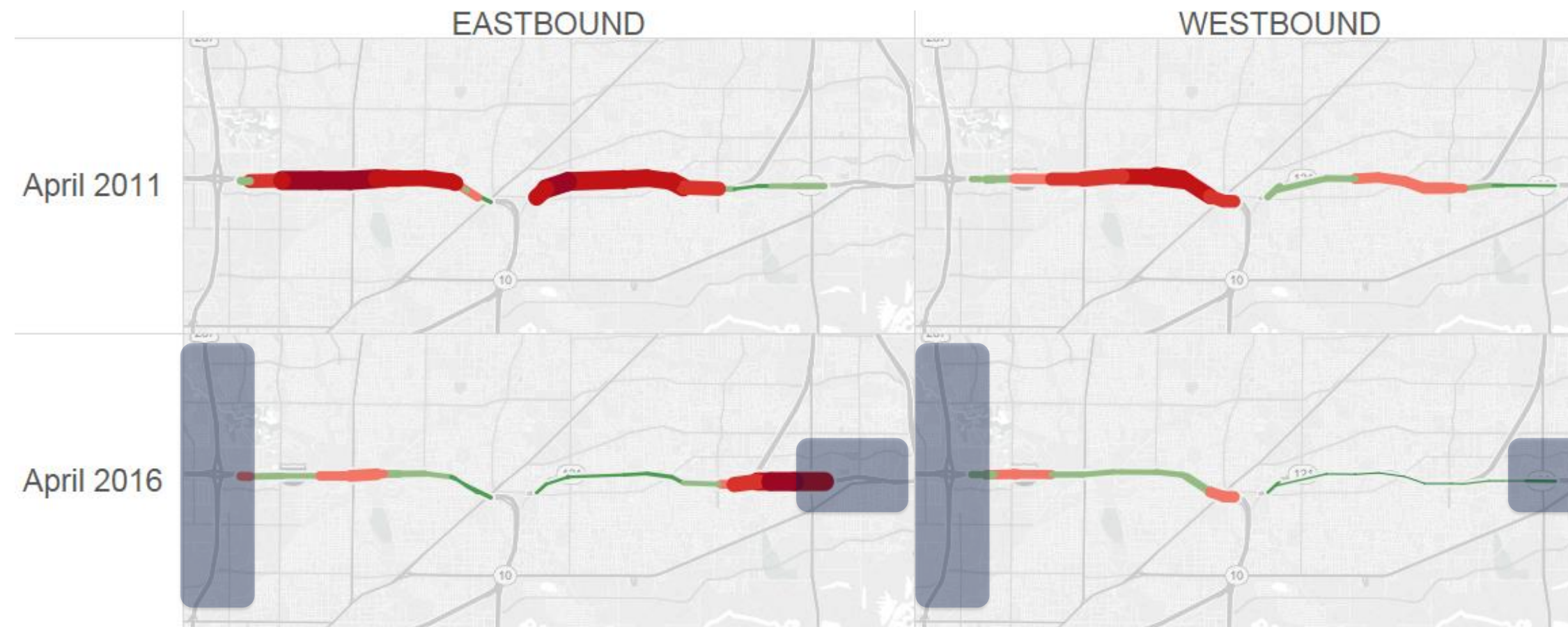


1. Improved geometry but no additional lanes
2. **General Purpose traffic 7% higher** than before construction
3. Average speed increased by 10%
4. **General Purpose congestion time reduced by 60%**
 - Congestion (speed below 50mph) down from 20% to 8%



Significant congestion relief - NTE

Morning Peak Hour (7:00 AM)



Avg. Speed
≤ 20
30
40
50
60
≥ 70

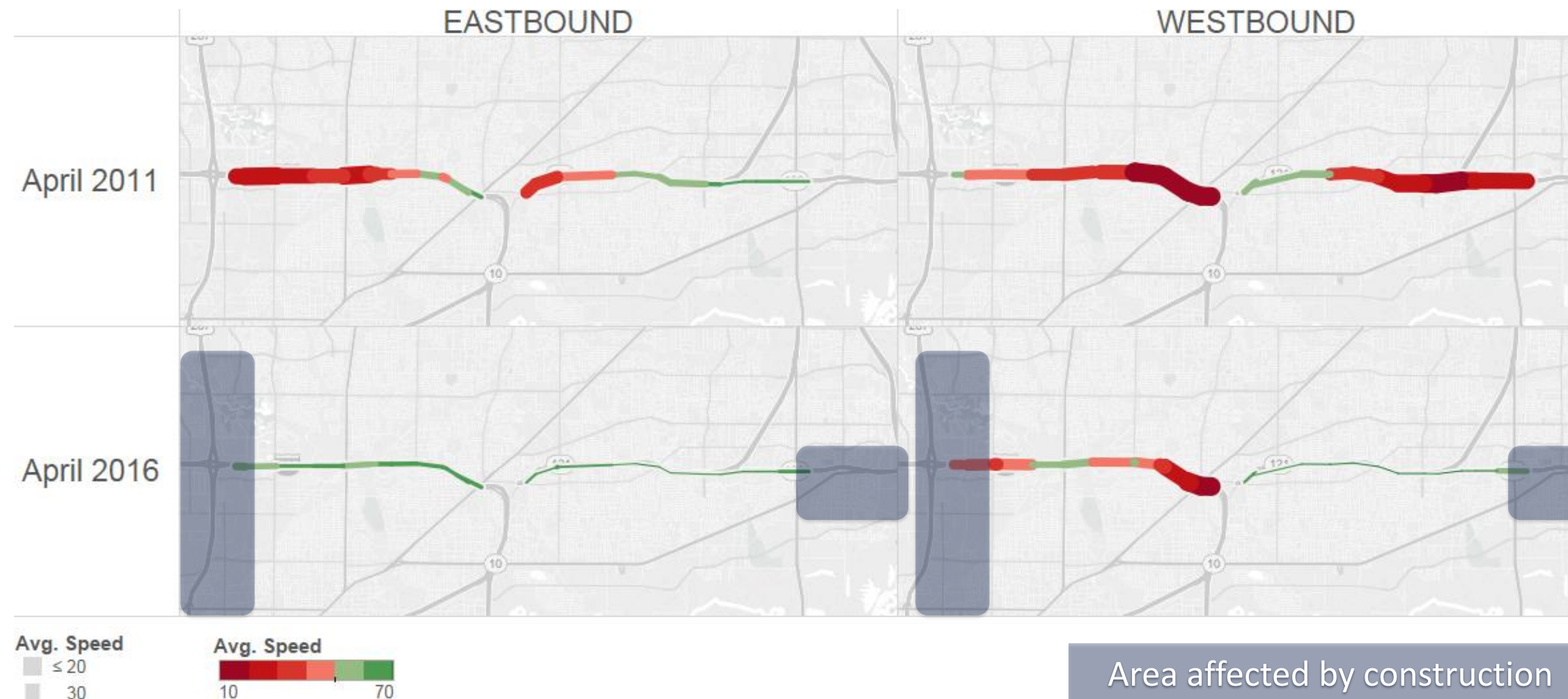
Avg. Speed
10 70

Area affected by construction



Significant congestion relief - NTE

Evening Peak Hour (5:00 PM)



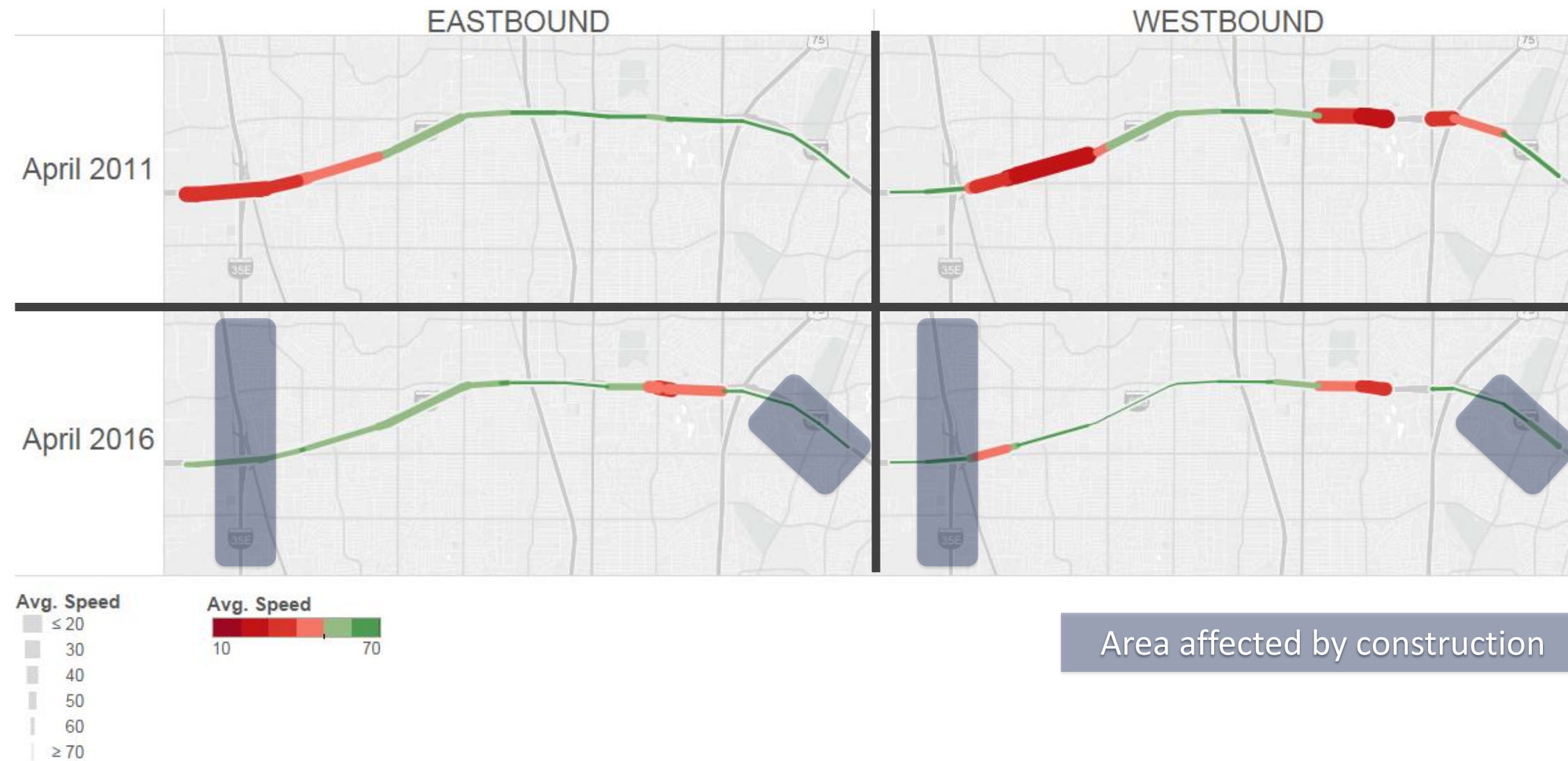
NTE Segment 1 was #24 of the most congested roads in TX and is now #69

(according to TTI's list published in October 2015)



Significant congestion relief - LBJ

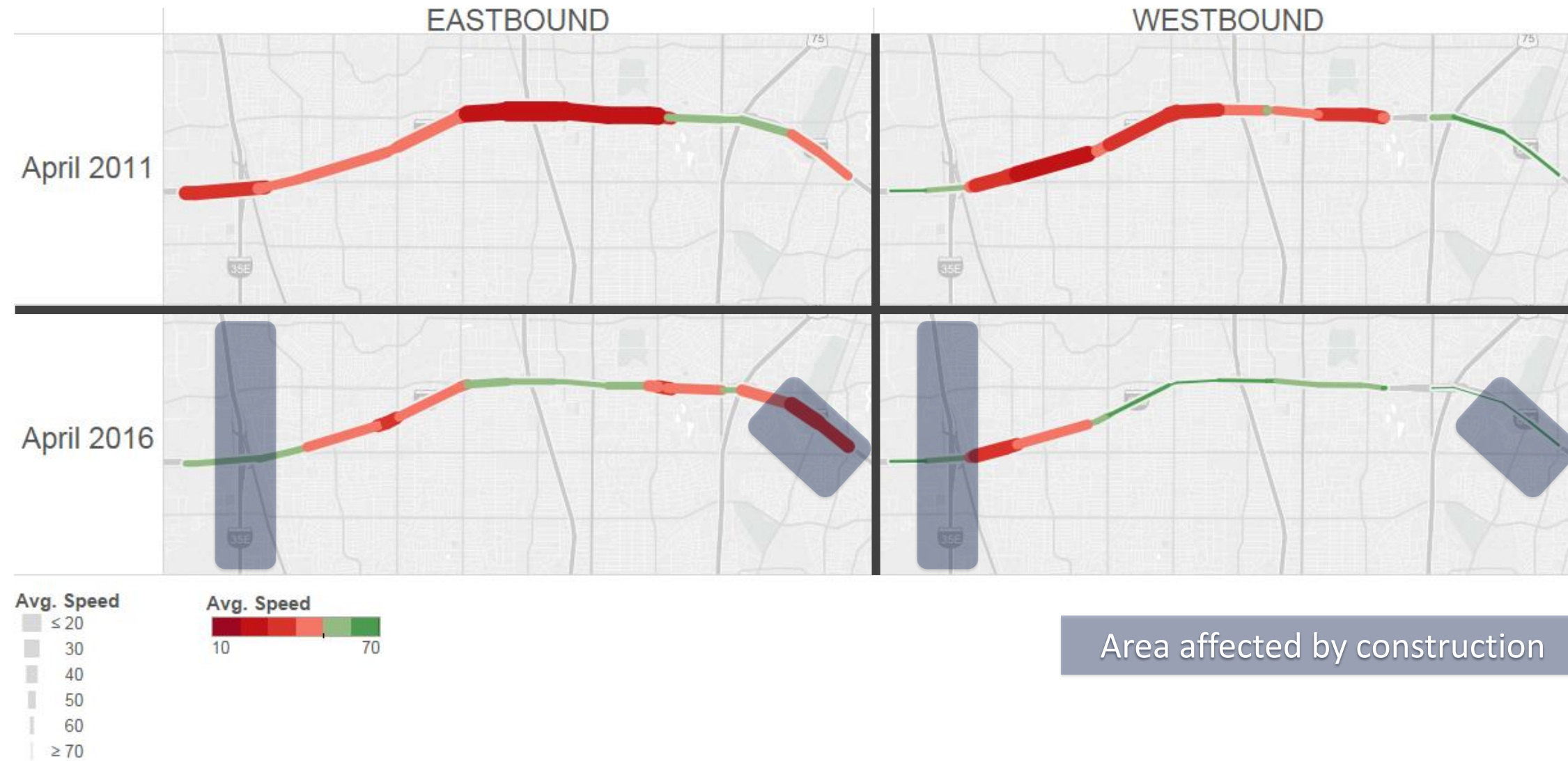
Morning Peak Hour (7:00 AM)





Significant congestion relief - LBJ

Evening Peak Hour (5:00 PM)





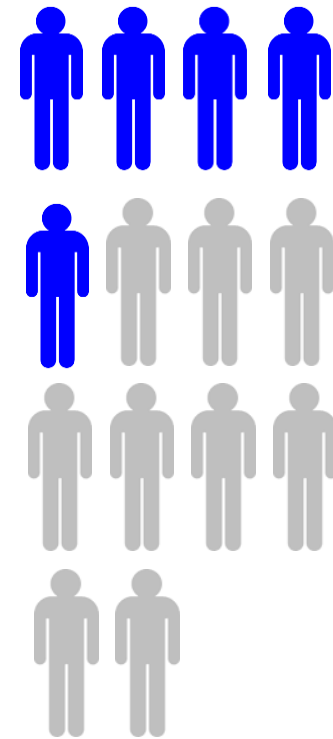
Managed Lanes are for everyone



6+ million
different vehicles have used the
LBJ & NTE to date



7 million
people live in Dallas-Ft. Worth

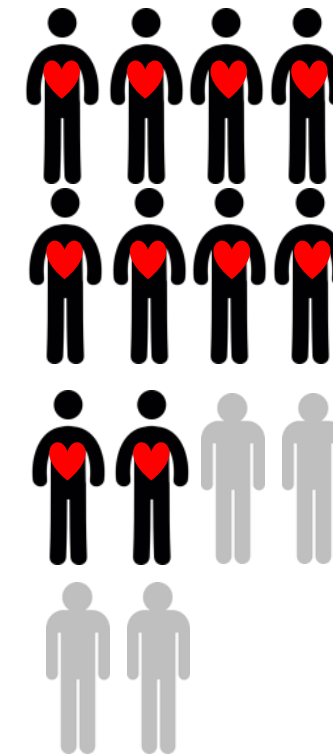


5 in 14 users are new
to the TEXpress Lanes each
month



The most common car makers seen
on the TEXpress Lanes are **Toyota,**
Ford, Honda

Only 15% of cars are luxury brands

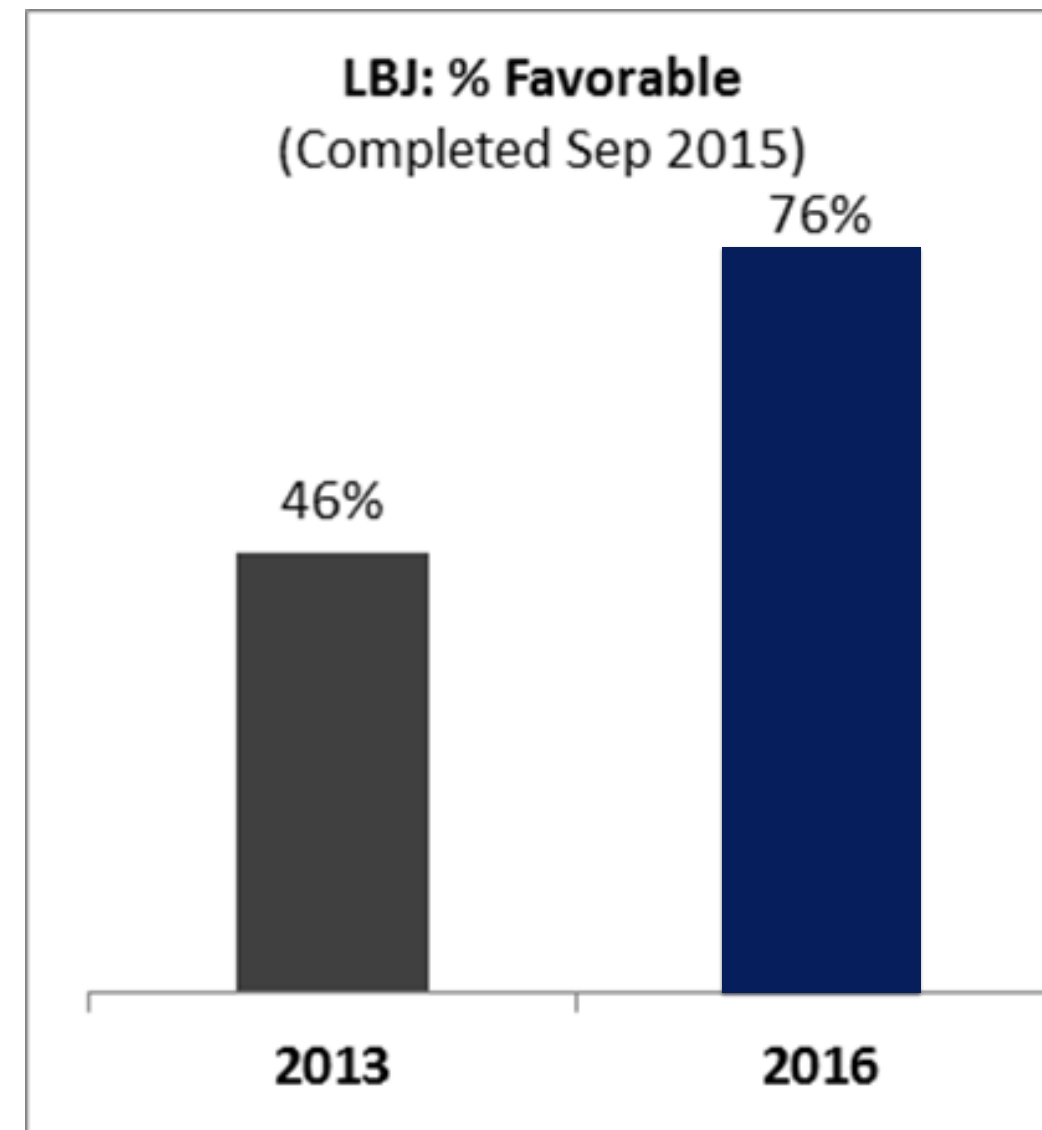
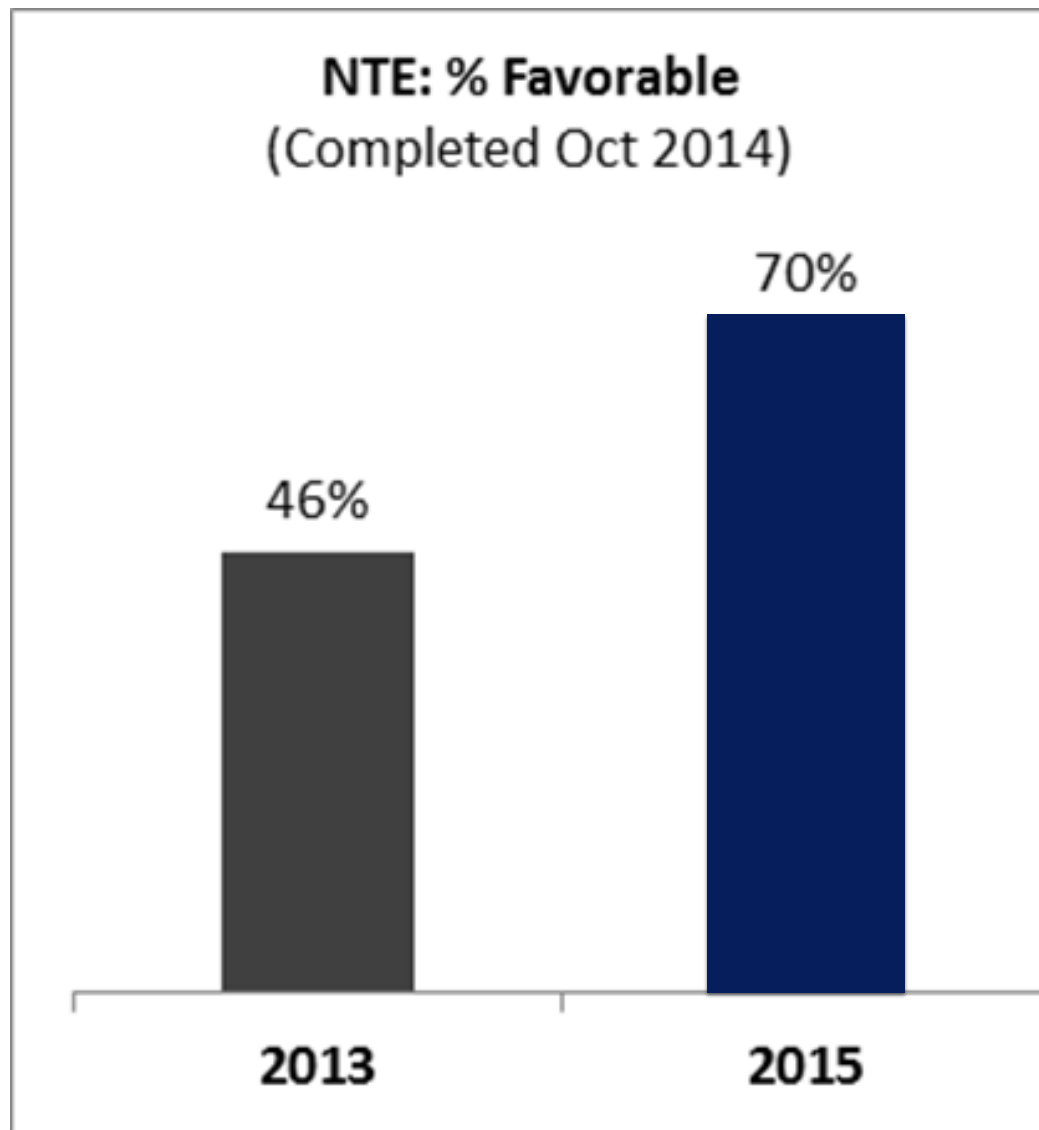


More than 10 in 14 users
view the TEXpress Lanes
favorably



High levels of customer satisfaction

Would you say that your impression of the road itself (ML+GPL) is Favorable or Unfavorable?



TRAVELER

 **LBJTEXPRESS**

 **NTETEXPRESS**