

Memorandum



CITY OF DALLAS

DATE 6 June 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT I 635 LBJ East Project

On Monday, 9 June 2014, you will be briefed on the I635 LBJ East Project. The briefing materials are attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

Jill A. Jordan, P.E.
Assistant City Manager

C: Honorable Mayor and Members of the Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, (I) First Assistant City Manager
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager
Charles M. Cato, (I) Assistant City Manager
Theresa O'Donnell, (I) Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Shawn Williams, (I) Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



TEXAS DEPARTMENT OF TRANSPORTATION



I-635 LBJ EAST PROJECT

Transportation and Trinity River Project Committee 9 June 2014



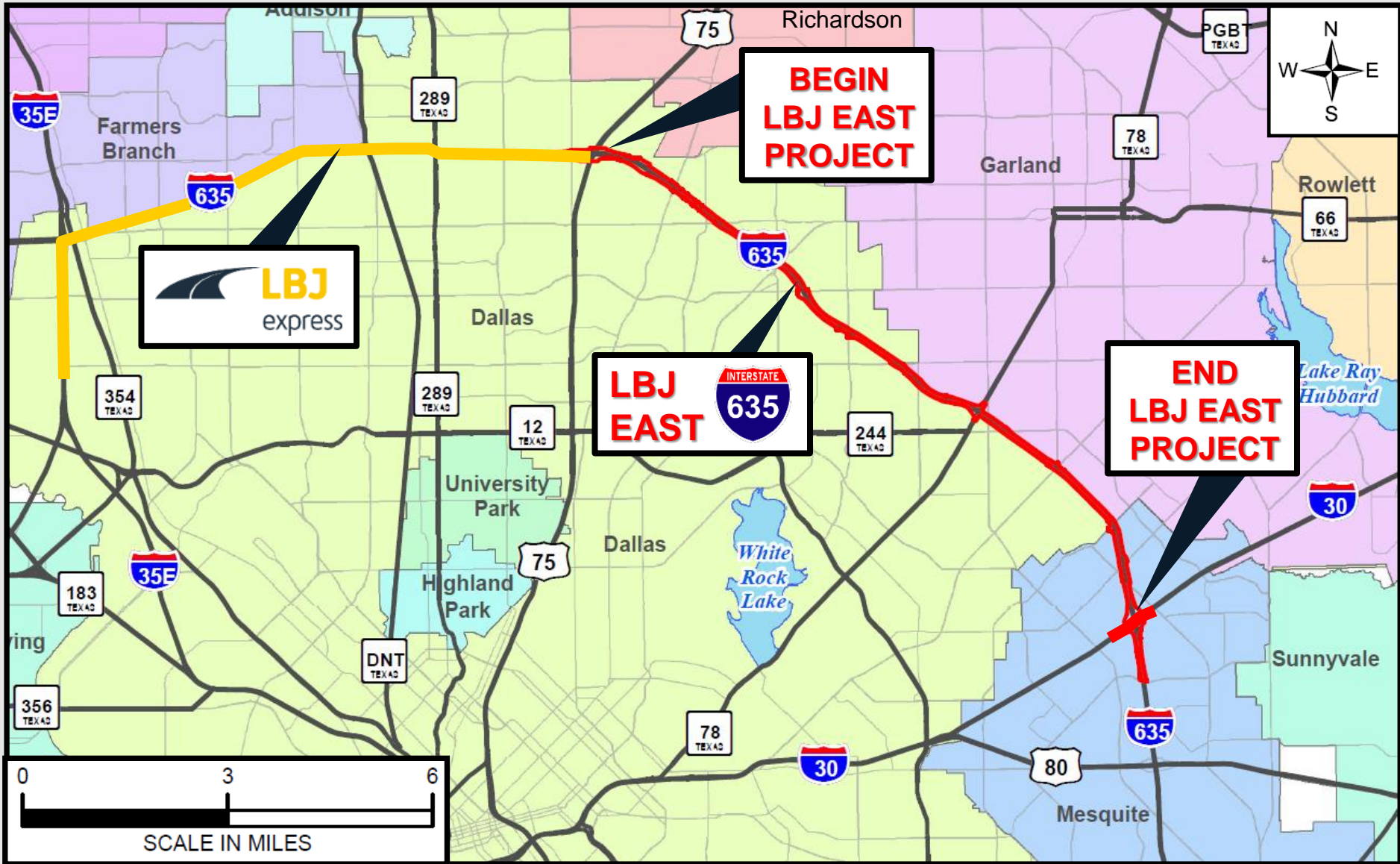
TxDOT Dallas District
Dallas County, Texas
CSJ: 2374-01-137, 2374-02-053



Agenda

- I-635 LBJ East Project Overview and Briefing Purpose
- Short Term Improvements
 - Express/HOV Lanes
- Long Term Improvements
 - Ultimate Design

I-635 LBJ East Project Overview



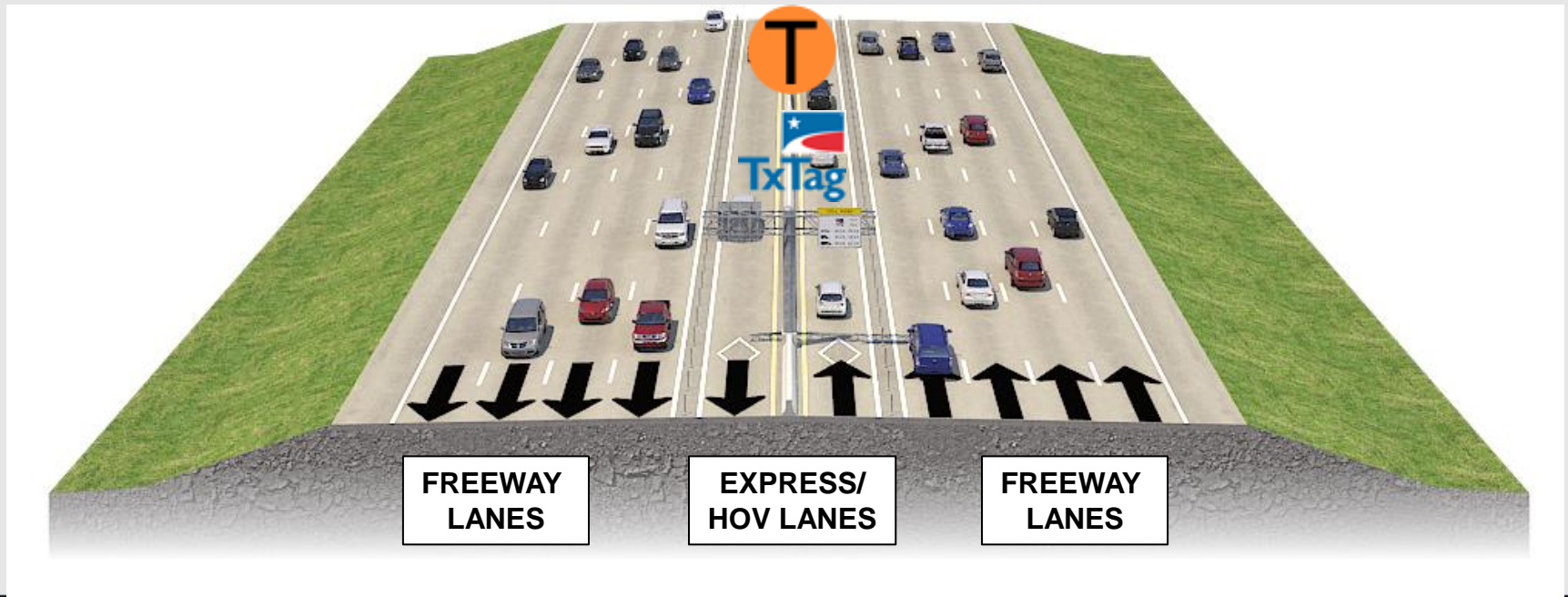
Briefing Purpose

- Update the Dallas Council on the two-phased plan to improve I-635 from US 75 to I-30 (the I-635 LBJ East Project):
 - Short Term Improvements – Plan, design and construct Express / High Occupancy Vehicle [“HOV”] Lanes by 2016 when the LBJ Express (I-35E to US 75) Project opens
 - Long Term Improvements – Complete the planning for the Ultimate Design (Year 2040) for consideration by the 2015 Texas legislature for funding and construction methodology

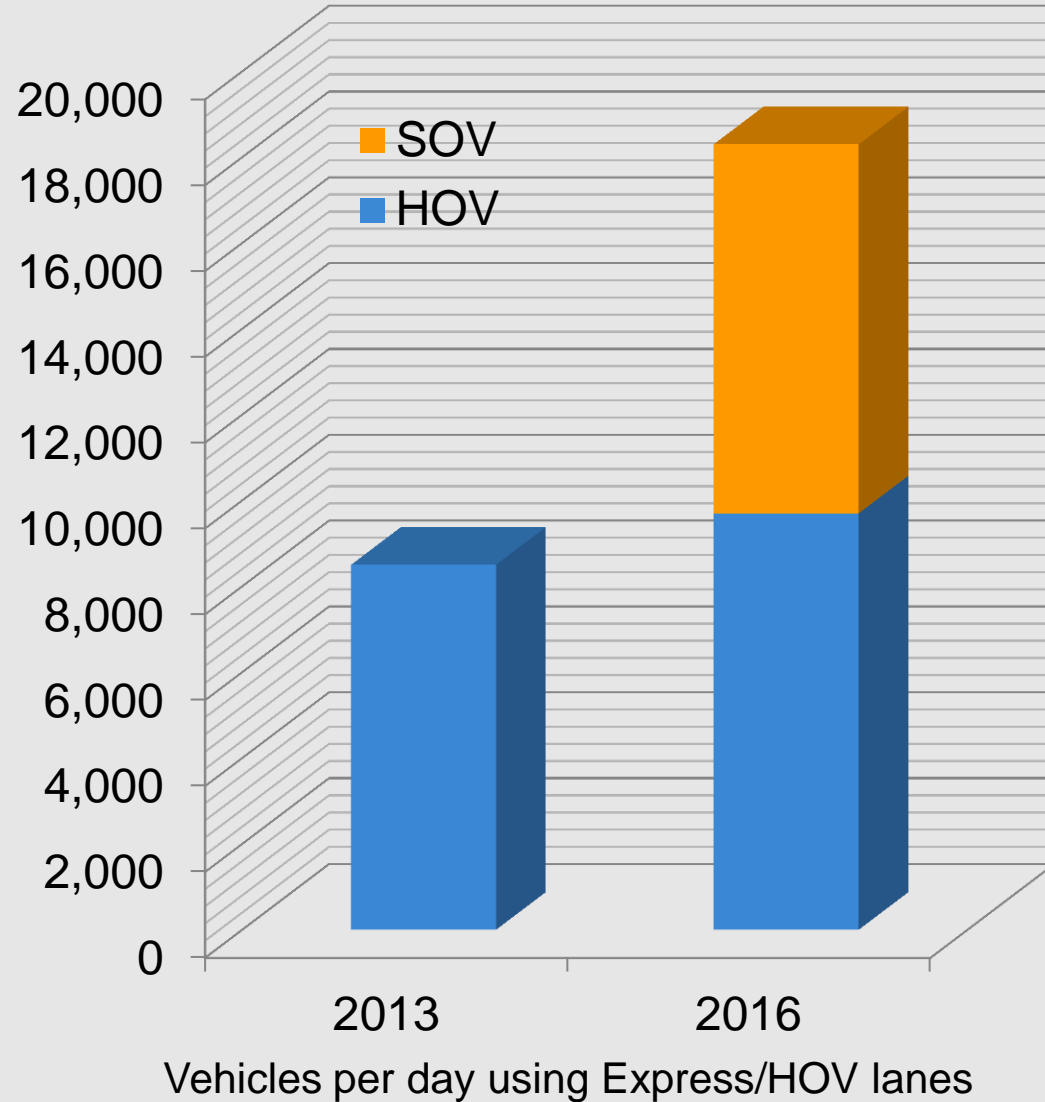
- Short Term Improvements
 - Express/HOV Lanes

Express/HOV Lanes Scope

- Increase use by letting Single Occupancy Vehicles [“SOV”] into the HOV lanes by paying a toll
- Maintain existing HOV use without paying a toll
- Maintain existing HOV access ramps
- Add tolling equipment, enforcement area and guide signs



Express/HOV Lanes Implementation

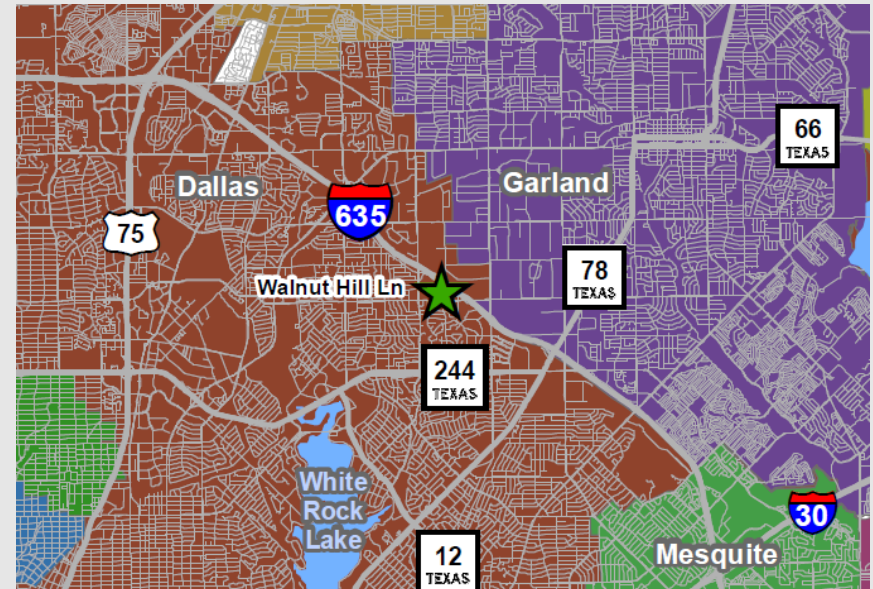


- Nearly doubles vehicle use of existing HOV lanes
- Carries ~50% more people
- Construction cost is funded
- Construction completed by 2016

PRELIMINARY
SUBJECT TO FURTHER STUDY

Express/HOV Lanes Public Meeting

- When: Tuesday, June 17, from 5:00 p.m. to 7:00 p.m.
- Where: Highland Oaks Church of Christ, 10805 Walnut Hill Ln
- Type: Open House Format (Come and Go)
- Notifications:
 - Letters to elected officials mailed on May 8
 - Letters to ~400 adjacent landowners on May 12
 - Notice posted on www.KeepItMovingDallas.com
 - Legal notices published in Mesquite News, Al Dia (Spanish) and Dallas Morning News
- Comment period: through June 27



Express/HOV Lanes Schedule

- Alternative Development *January to May 2014*
- 1st Public Input *June 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 *November 2014*
- Receive construction bids *December 2014*
- Complete construction *December 2015*
- Open to traffic *Early 2016*

- Long Term Improvements
 - Ultimate Design

Ultimate Design Scope

- Address congestion through design year 2040
- Update plan previously approved in 2003
- Improve to current design and safety standards
- Reconstruct Express/HOV lanes as TEXpress lanes
- Provide continuous frontage roads
- Address noise
- Plan for phased construction

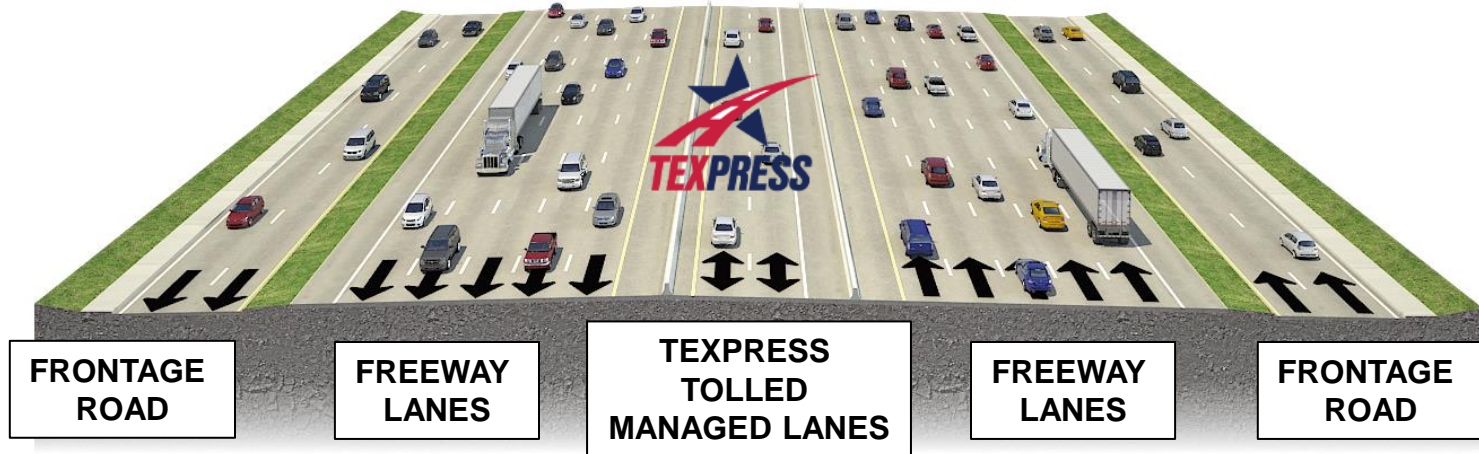


Ultimate Design Sections

ULTIMATE DESIGN FROM US 75 TO MILLER RD



ULTIMATE DESIGN FROM MILLER RD TO I-30



TEXpress Lanes vs. Express/HOV Lanes

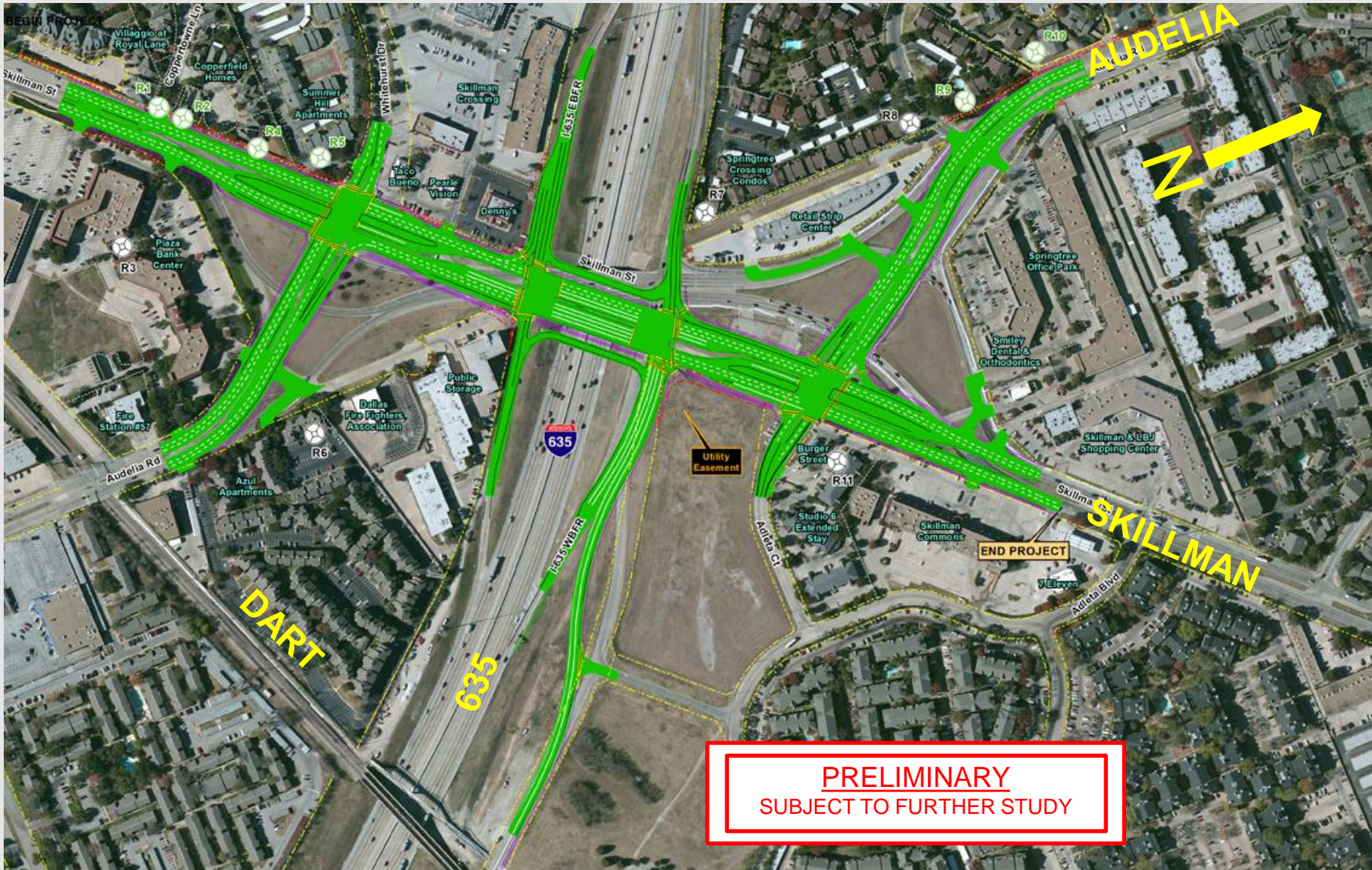
	 TEXpress Lanes		Express/HOV Lanes
	Peak Period *	Off-Peak Period	Peak & Off-Peak Period
HOV	50% discount	Posted rate	No toll
SOV	Posted rate	Posted rate	Posted rate

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

- SEE APPENDIX 'A' FOR THE FULL REGIONAL EXPRESS/HOV LANES POLICY AND TEXPRESS (TOLLED MANAGED LANES) POLICY



Incorporate Dallas' Skillman Interchange



Ultimate Design Schedule

- Alternative Development *January to June 2014*
- 1st Public Input *July/August 2014*
 - Local briefings & public meeting
- Complete schematic design *September 2014*
- Draft environmental study *October 2014*
- 2nd Public Input *Nov./Dec. 2014*
 - Local briefings & public hearing
- Anticipated study approvals *January 2016*
 - Requires approval of new regional plan, *Mobility 2040*
- Construction *To Be Determined*
- Open to traffic *To Be Determined*

Contact Information

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- Consultant Project Manager
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- APPENDIX A –
 - EXPRESS/HOV LANES POLICY
 - TOLLED MANAGED LANES POLICY

REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instructed with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.
3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Transit vehicles will not be charged a toll.
5. Single-occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high-occupancy vehicles and will not be charged a toll.
8. No discount will be given to “green” vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.

REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

10. When the available capacity of the Express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.
11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to Express/HOV lanes since dynamic pricing will not be implemented.
13. Every Express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.

Regional Transportation Council ["RTC"] Approved – December 13, 2012

REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

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 approval.
3. Toll rates will be updated at least 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 and two-occupant vehicles will pay the full rate.
7. Trucks will be allowed and will pay a higher rate.
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 with three 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. Eligible HOVs must pre-register as part of the HOV pre-declaration process. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount. Managed Lane occupancy requirements of 3+ may begin on or before June 1, 2016, resulting in the initial implementation of the existing HOV 2+ policy. HOV 3+ will be implemented when necessary due to operational constraints.

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

REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 miles per hour. Rebates will not apply if speed reduction is out of the control of the operator. This policy is suspended at this time. This policy could be phased in on or before June 1, 2016 after implementation of dynamic pricing. Quarterly reports regarding operator responsibility and customer communication needs will be presented to the RTC previous to implementation.
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 regional policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.
17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. In CDA-leased corridors, 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.
20. Initially, managed lanes will be enforced manually with technology support. Over time, more advanced technology verification equipment will be phased in.

RTC Approved – May 11, 2006

RTC Modified – September 14, 2006

RTC Modified – September 13, 2007

RTC Modified – December 13, 2012

RTC Modified – June 13, 2013