



NTE & LBJ

KEY OPERATION FACTS & BENEFITS

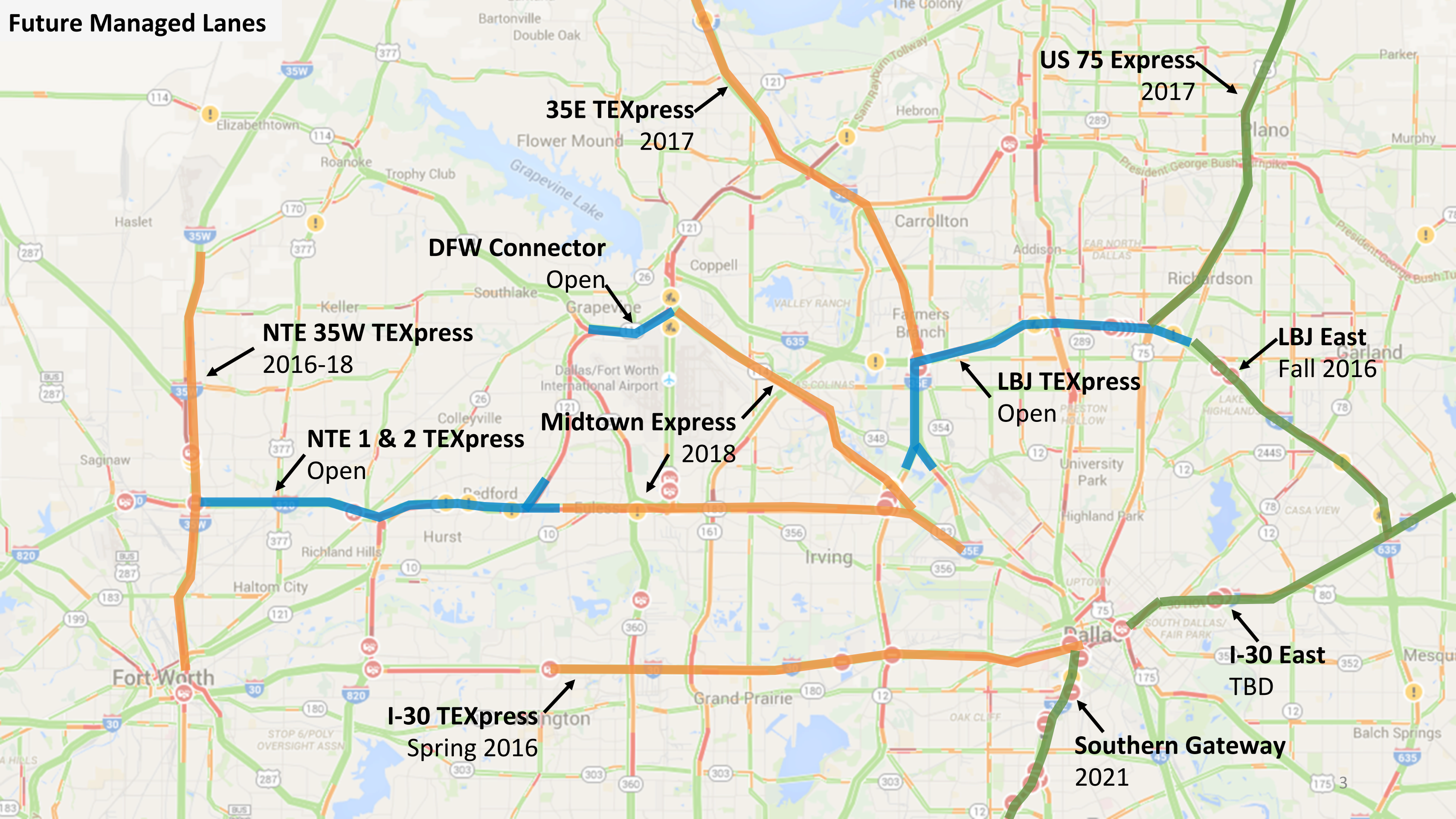
February 2017



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



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



Future Managed Lanes

US 75 Express
2017

35E TEXpress
2017

DFW Connector
Open

NTE 35W TEXpress
2016-18

NTE 1 & 2 TEXpress
Open

Midtown Express
2018

LBJ TEXpress
Open

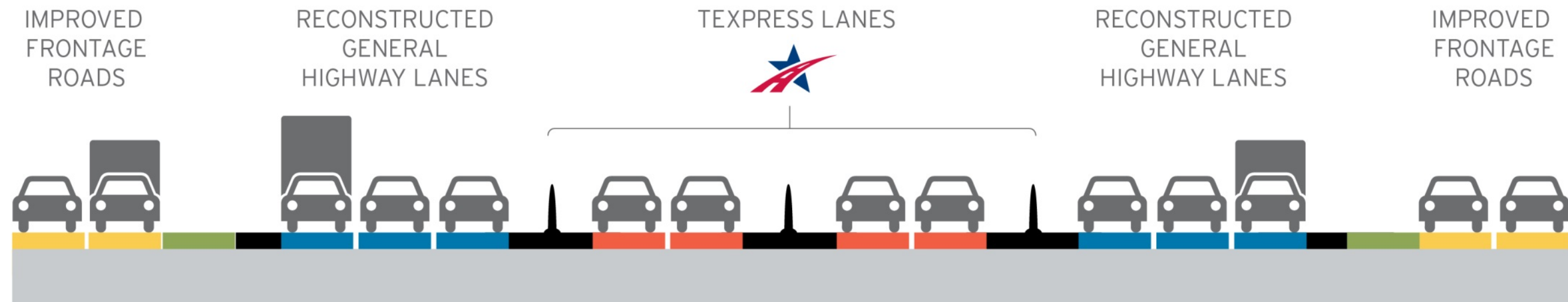
LBJ East
Fall 2016

I-30 TEXpress
Spring 2016

I-30 East
TBD

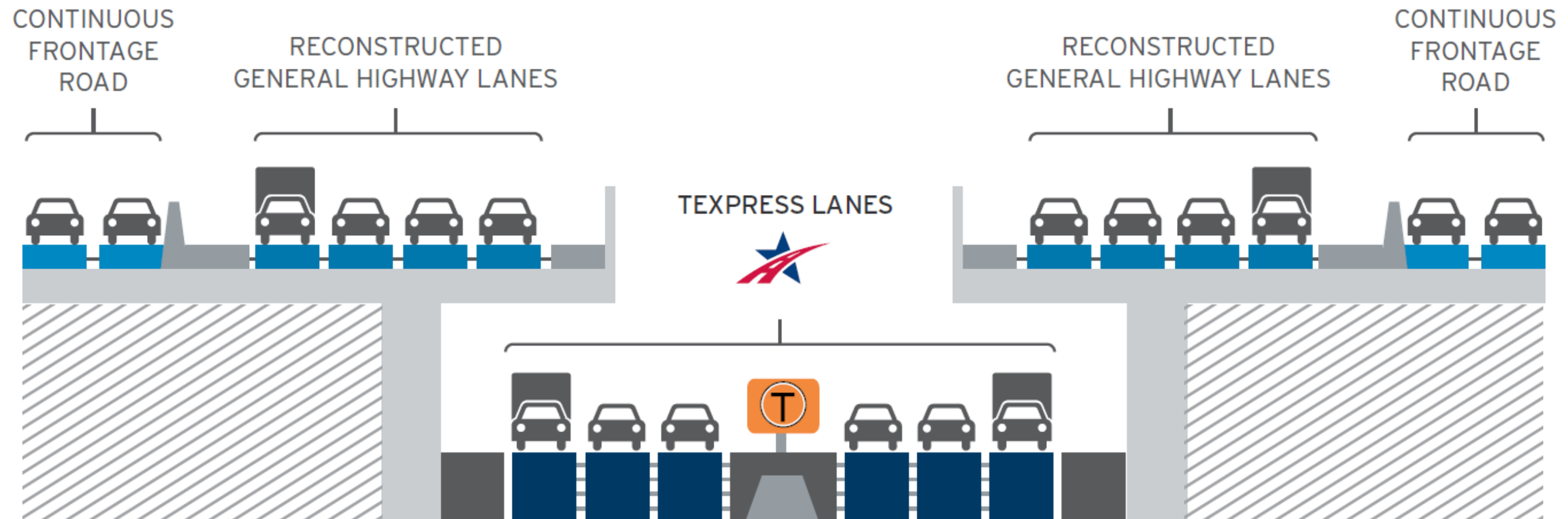
Southern Gateway
2021

AHEAD OF TIME AND ON BUDGET – NTE



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

AHEAD OF TIME AND ON BUDGET – LBJ



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

NTE – SEGMENT 2



LBJ – SEGMENT 2





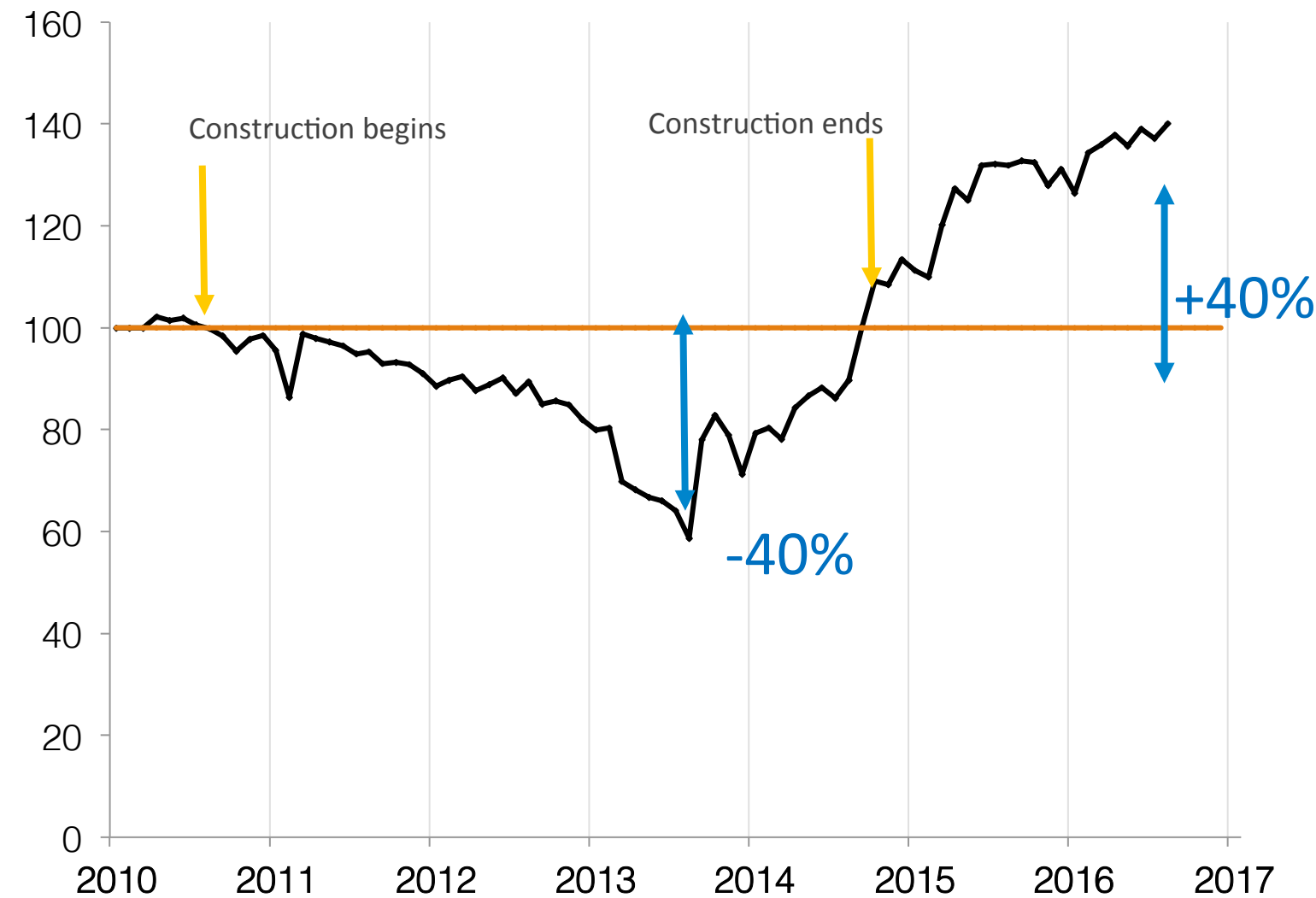
NTE/LBJ Project Benefits



QUICK CORRIDOR RECOVERY

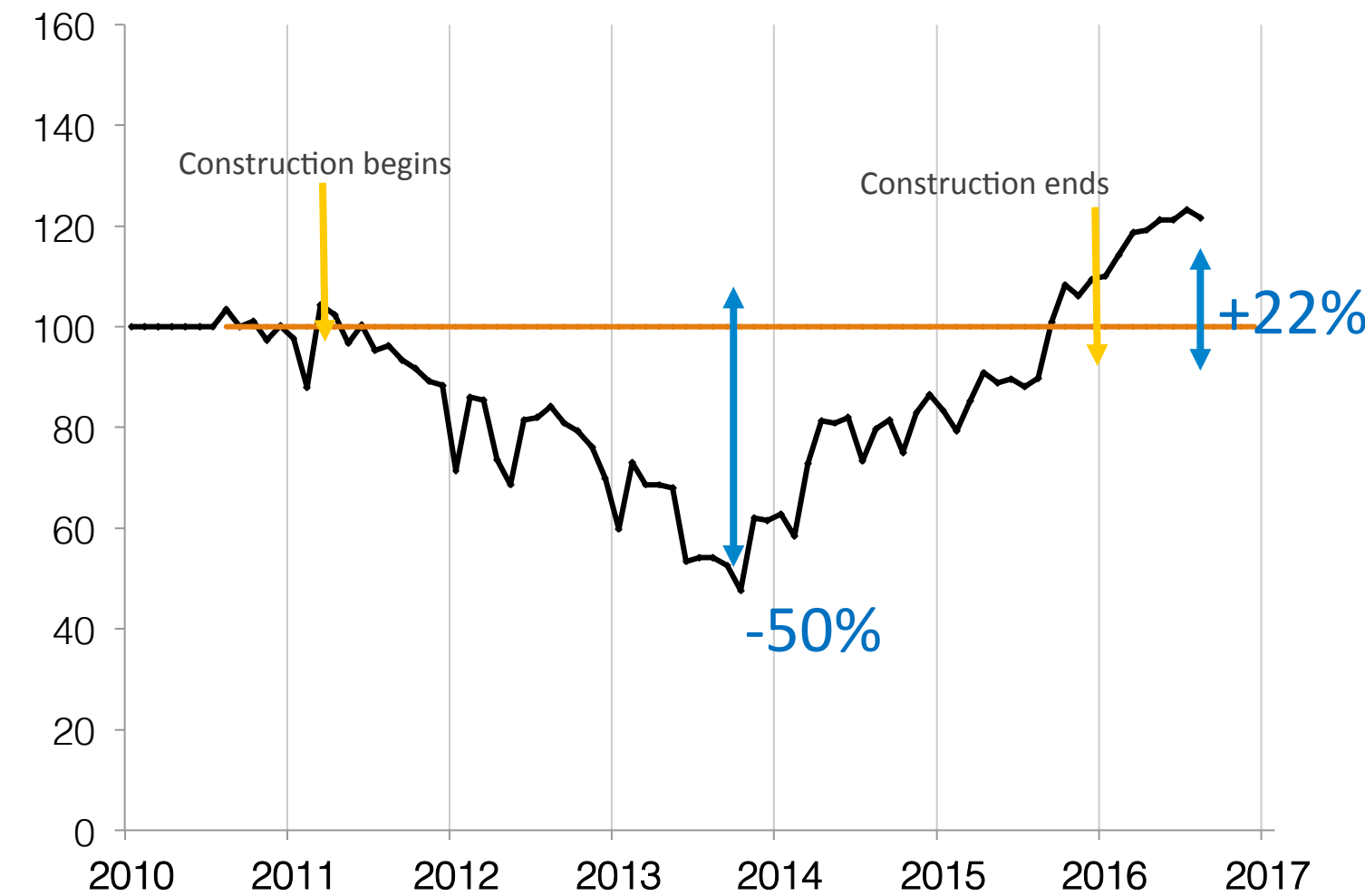
NTE SEGMENT 1

Indexed traffic volume from 2010 through August 2016



LBJ SEGMENT 3

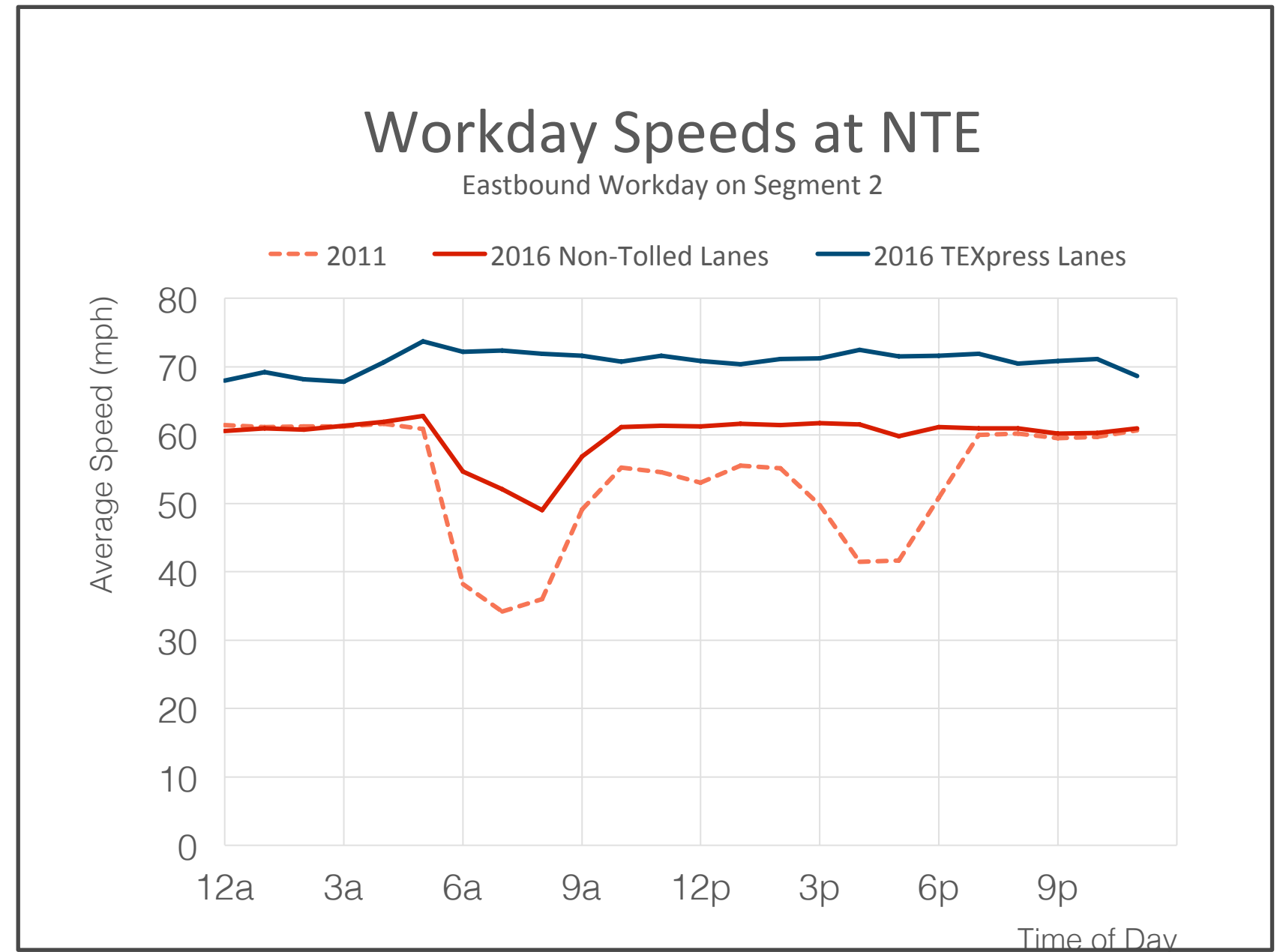
Indexed traffic volume from 2010 through August 2016



CONGESTION RELIEF FOR ALL

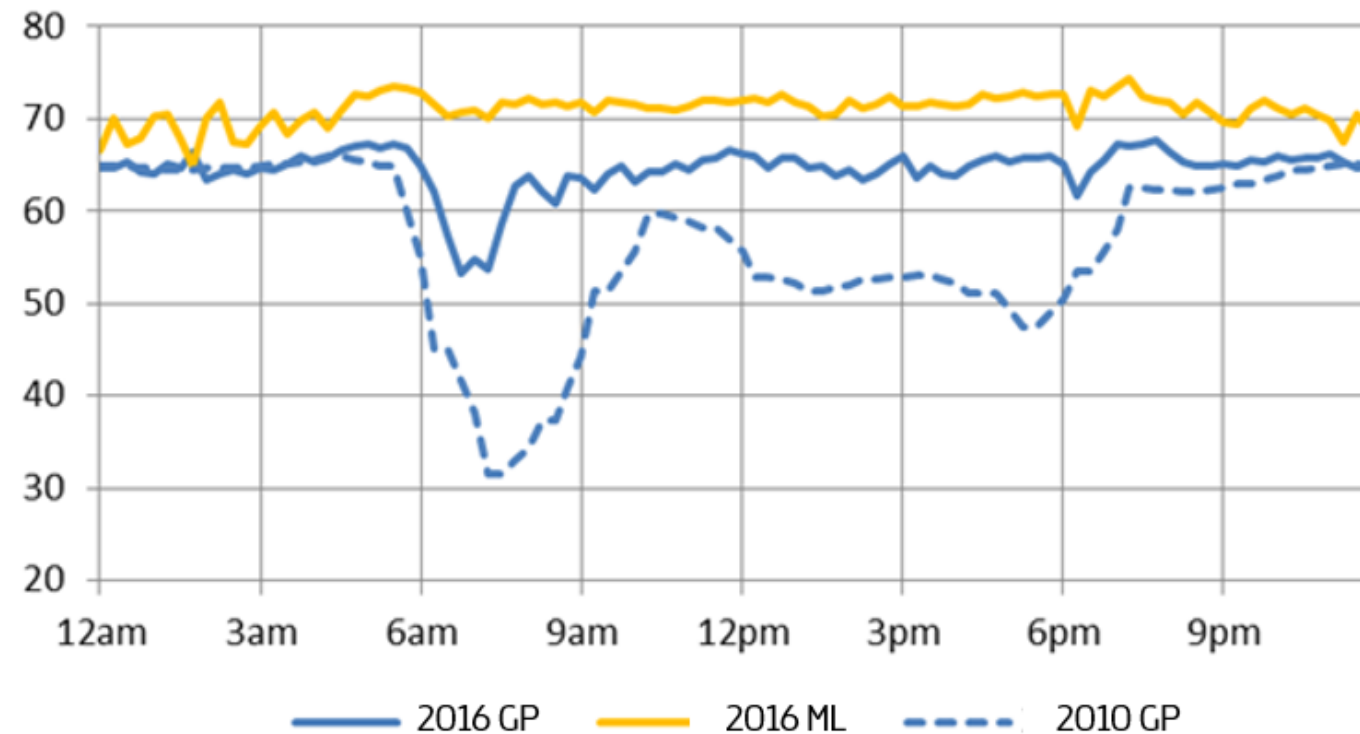
Non-Tolled Lanes Benefit

1. No additional lanes; improved shoulders, road design helped non-tolled lanes flow better
2. **Non-Tolled Lanes (General Purpose or GP) traffic 9% higher** than before construction
3. **General Purpose congestion down from 29% to 9%** (time spent traveling at speeds below 50 mph)
4. 72% reduction in overall congestion



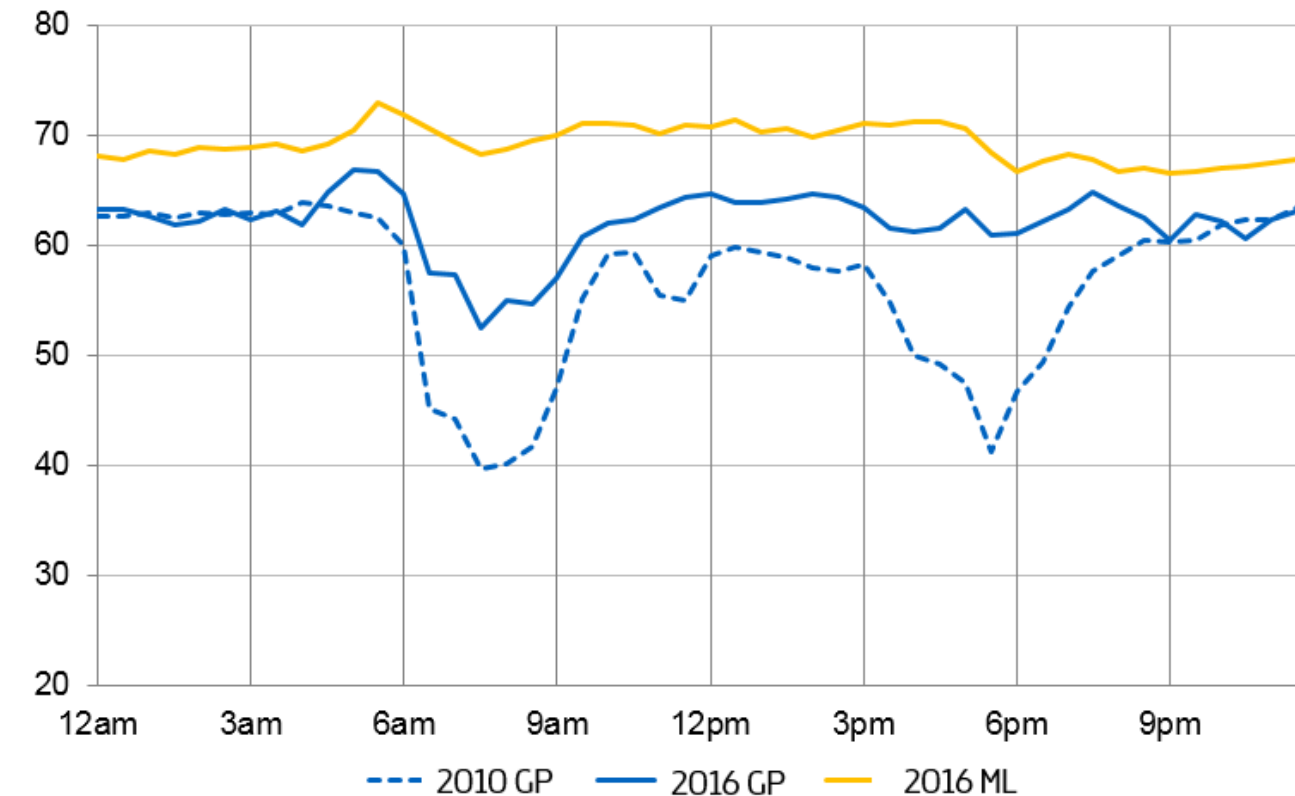
BETTER CONDITIONS FOR EVERYONE

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%

Segment 3 Westbound Speed Profile



1. Improved geometry but no additional lanes
2. **General Purpose traffic 10% 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

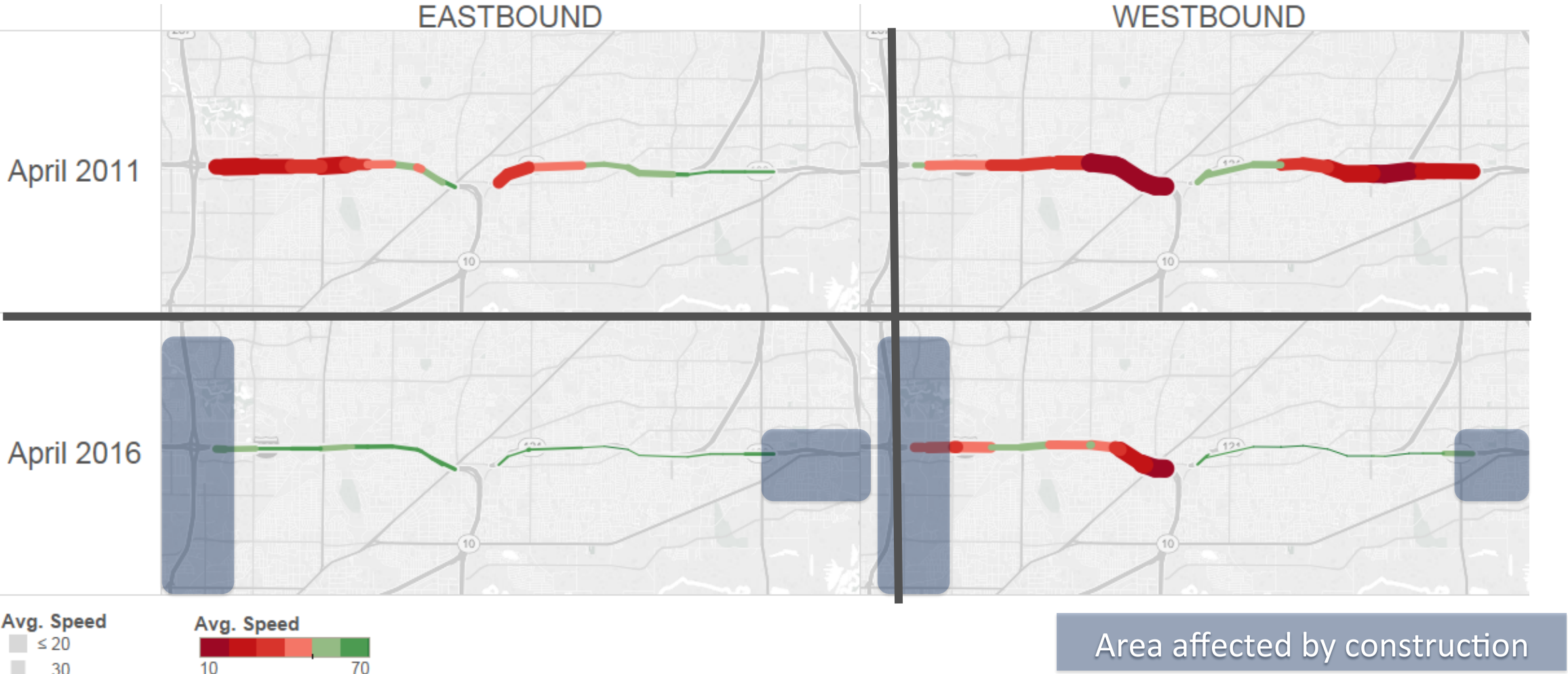
Morning Peak Hour (7:00 AM)





SIGNIFICANT CONGESTION RELIEF – NTE

Evening Peak Hour (5:00 PM)



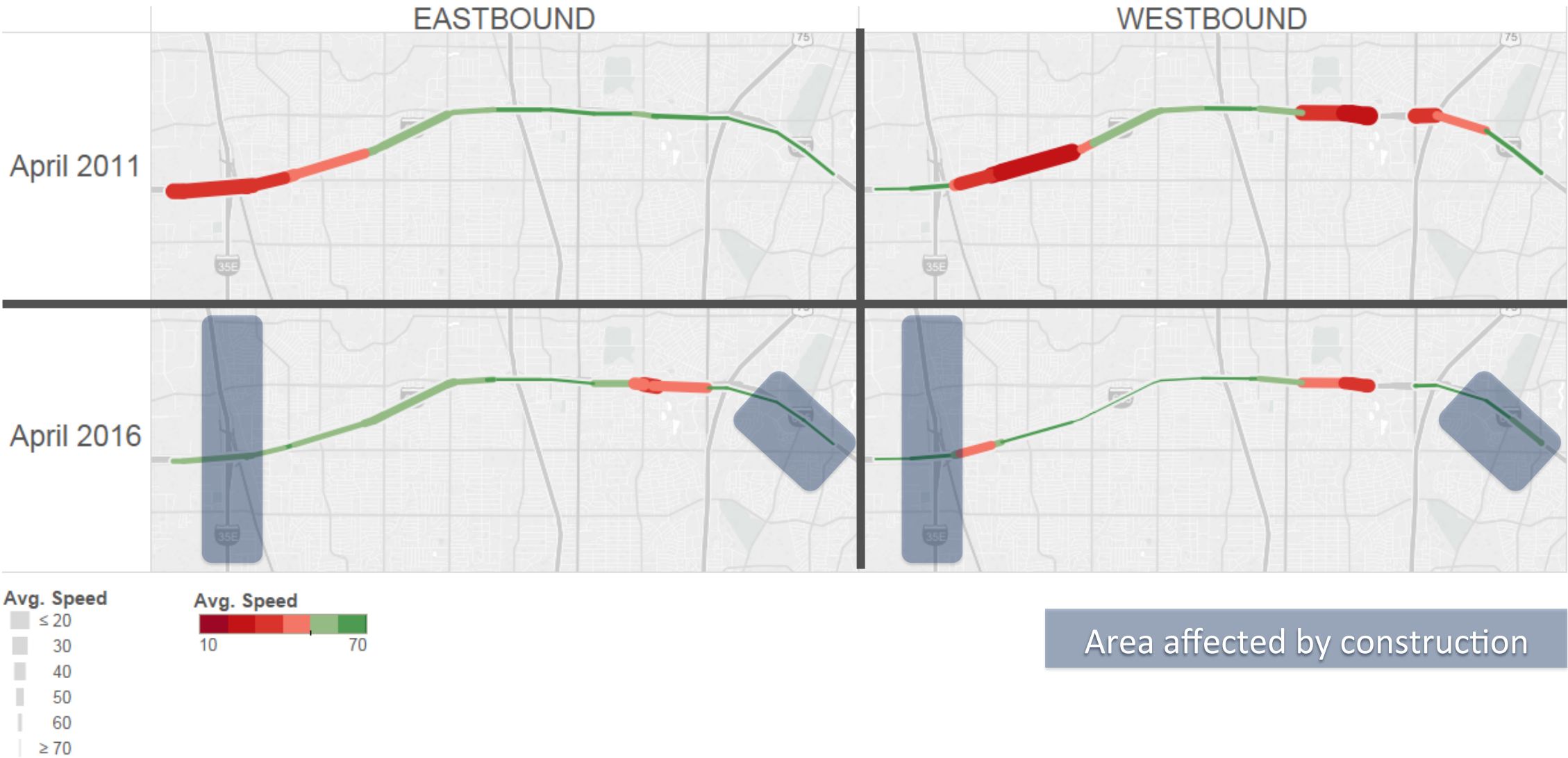
NTE Segment 1 was #24 of the most congested roads in TX and is now #69
(according to TTI's list published in October 2015)





SIGNIFICANT CONGESTION RELIEF – LBJ

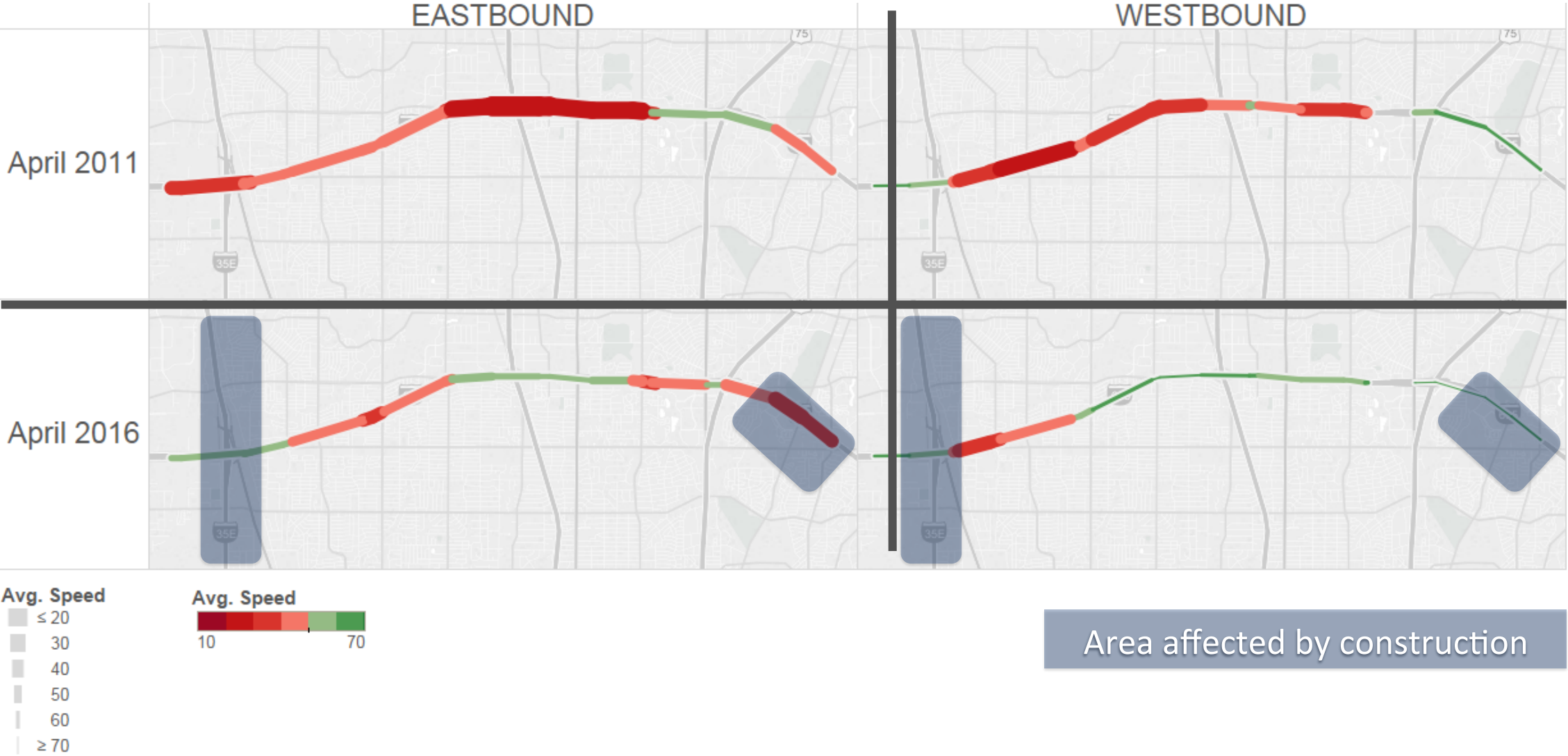
Morning Peak Hour (7:00 AM)





SIGNIFICANT CONGESTION RELIEF – LBJ

Evening Peak Hour (5:00 PM)



LBJ + NTE TEXPRESS LANES ARE FOR EVERYONE



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



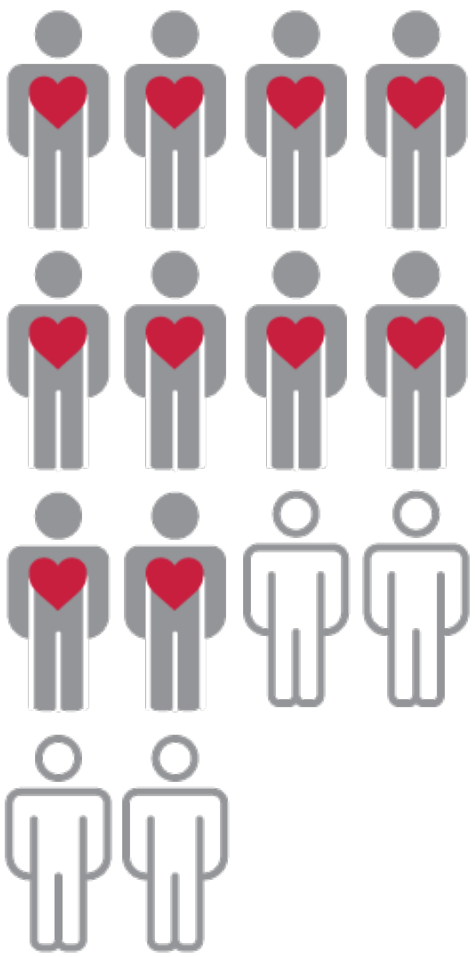
7 million
people live in
Dallas-Fort Worth



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



**Only 15% of cars
are Luxury Brands**
The most common are
Toyota, Ford, Honda

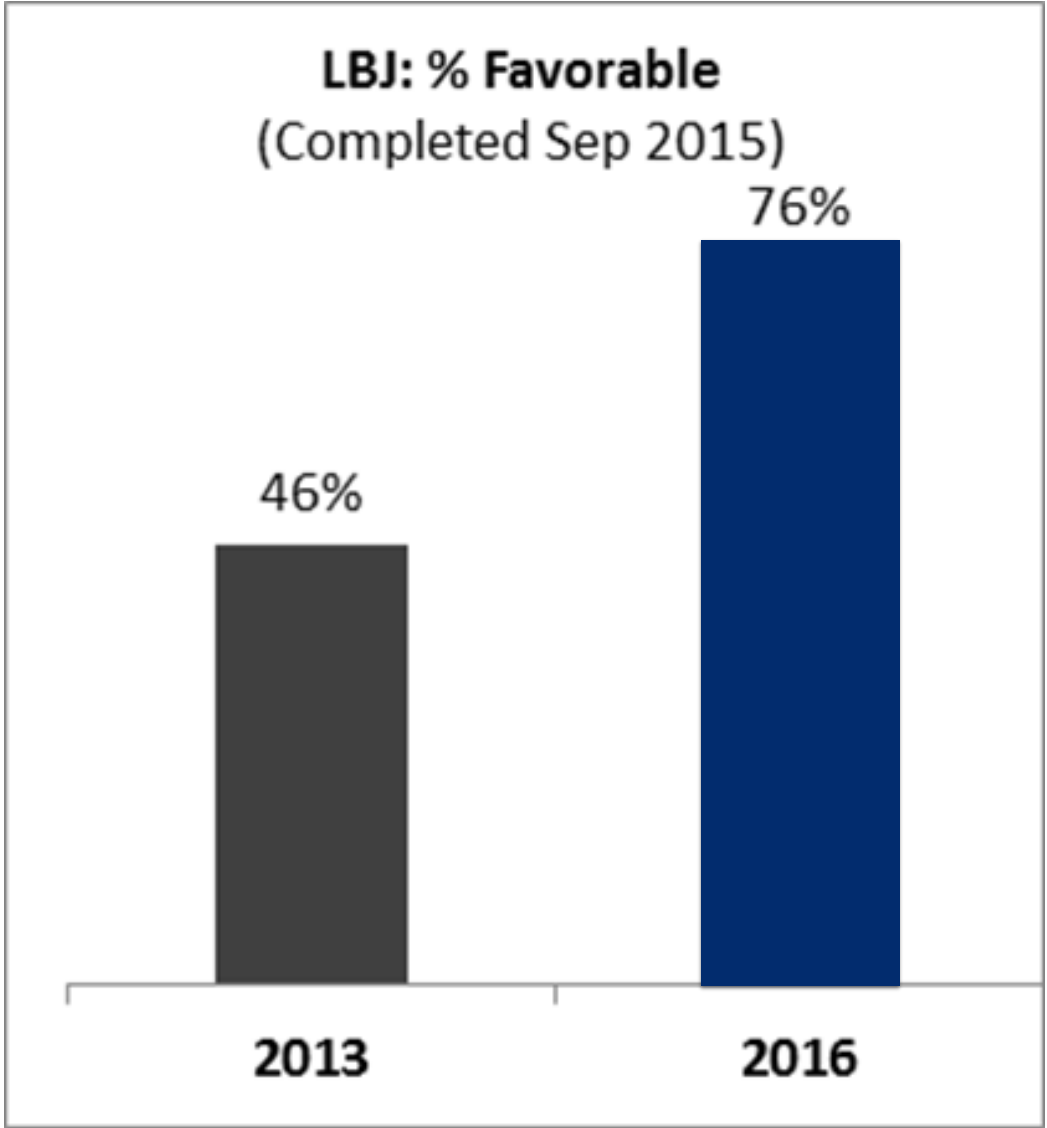
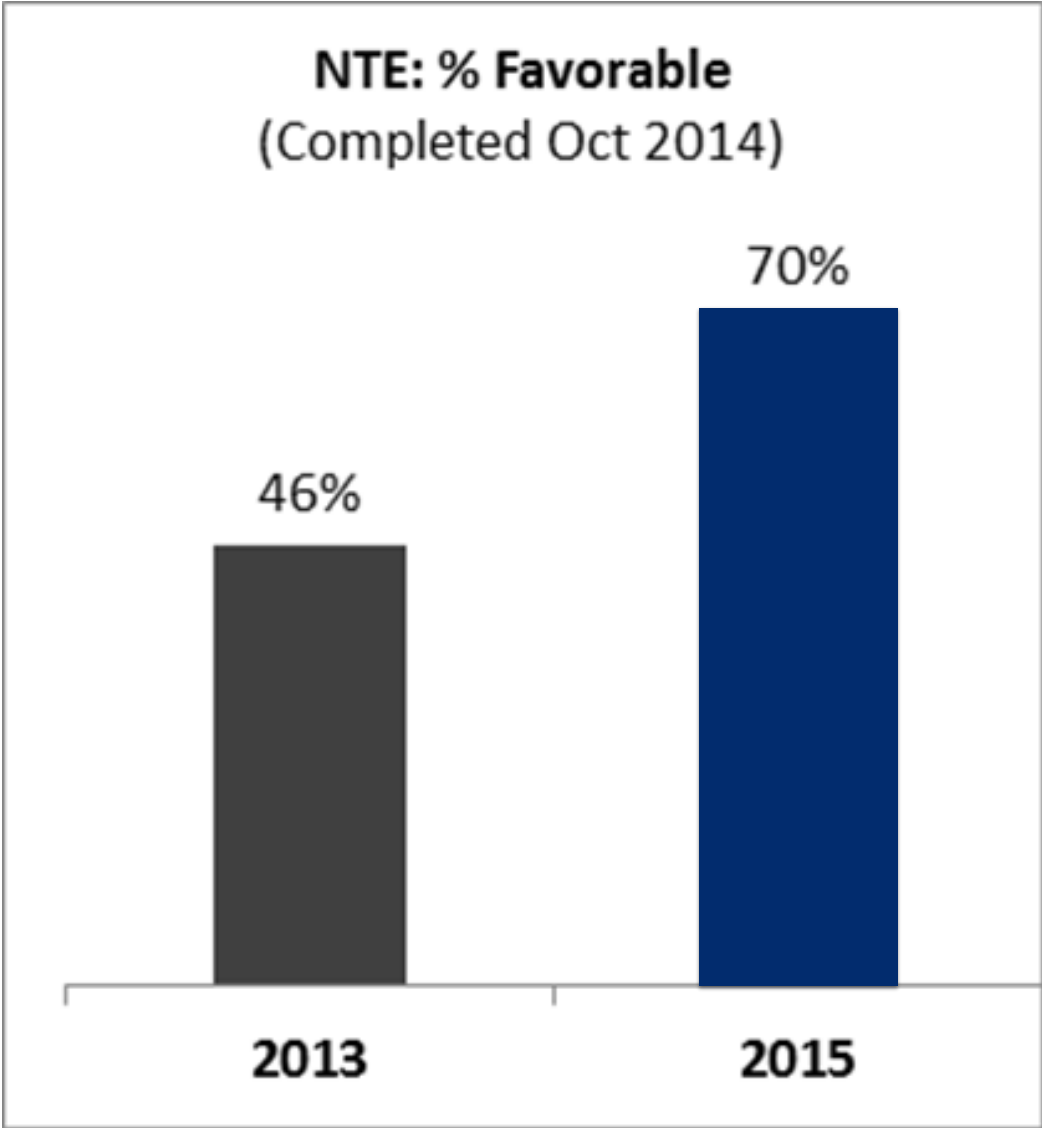


10 in 14 users
view the TEXpress
Lanes favorably



HIGH LEVELS OF CUSTOMER SATISFACTION

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



TEXPRESS USAGE FACTS

Mobility for Millions

500_k
trips/day on corridor

The combination of general purpose lanes and managed lanes accommodates over 500,000 trips every day on each facility.

TEXpress is There When You Need It

98%
Use TEXpress as-needed

The average **TollTag** user chooses the TEXpress lanes occasionally.
Less than 5% of commuters choose the TEXpress lanes for 90% of their trips each month.

Affordable Option for DFW Drivers

\$5-15
Bill/month

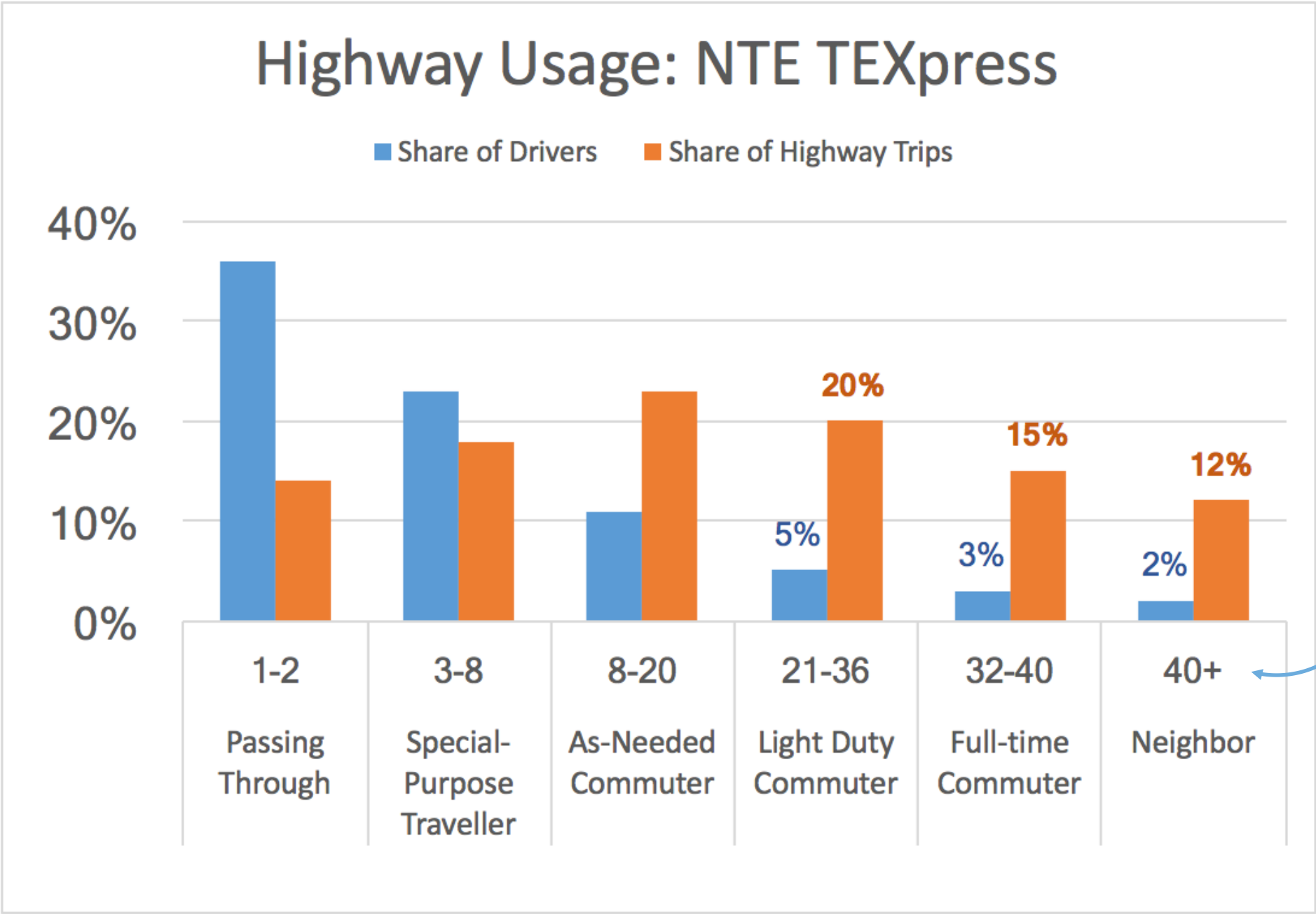
Most drivers who choose the TEXpress lanes have a bill between \$5-\$15/month.
Commuters—drivers who are on the highway 40+ times a week, choose the TEXpress for some of those trips. Their average bill is \$35/month.

NTE TEXPRESS USAGE PATTERNS

Diverse Users

Drivers who make over 21+ trips on the NTE each month generate about half of the trips taken on the corridor.

Notice that 35% of cars only use the road 1-2 times in a month, but generate about 15% of the trips!



One-way
Trips per
Month



OVERALL FINANCIAL BENEFITS

- Developed more that **\$4.6 billion** in construction alone on **LBJ + NTE + NTE 35W** (does not include the costs of ROW acquisition, Toll Systems or Development Costs) with state participation of about **\$1.1 billion**
- Provided **470 lane-miles**, including main highway lanes, frontage roads and managed lanes. (Managed lanes represent less than **25%** of the total number of lane-miles.)



OVERALL FINANCIAL BENEFITS

- More than **75%** of the total investment used to reconstruct and improve the aging main highway lanes and frontage roads, and add capacity with auxiliary lanes and managed lanes
- By utilizing the tolls to operate and maintain LBJ, NTE and NTE35W over the life of the concessions (45 years+) the state reaps a savings of approximately **\$2.9 billion** (2016 dollars)
- Developer/operator also responsible for repaying the transportation infrastructure loans, which total **\$3.1 billion**, private activity bonds of nearly **\$1.3 billion** and private equity of more than **\$1.5 billion**



BROADER COMMUNITY IMPACT

- NTE, 35W and LBJ Express are committed to supporting communities along highway corridors
- Providing substantial support to schools in Birdville ISD, HEB ISD (NTE), Fort Worth ISD (35W) and Carrollton-Farmers Branch ISD (LBJ) to expand advanced placement STEM education curriculum and programs



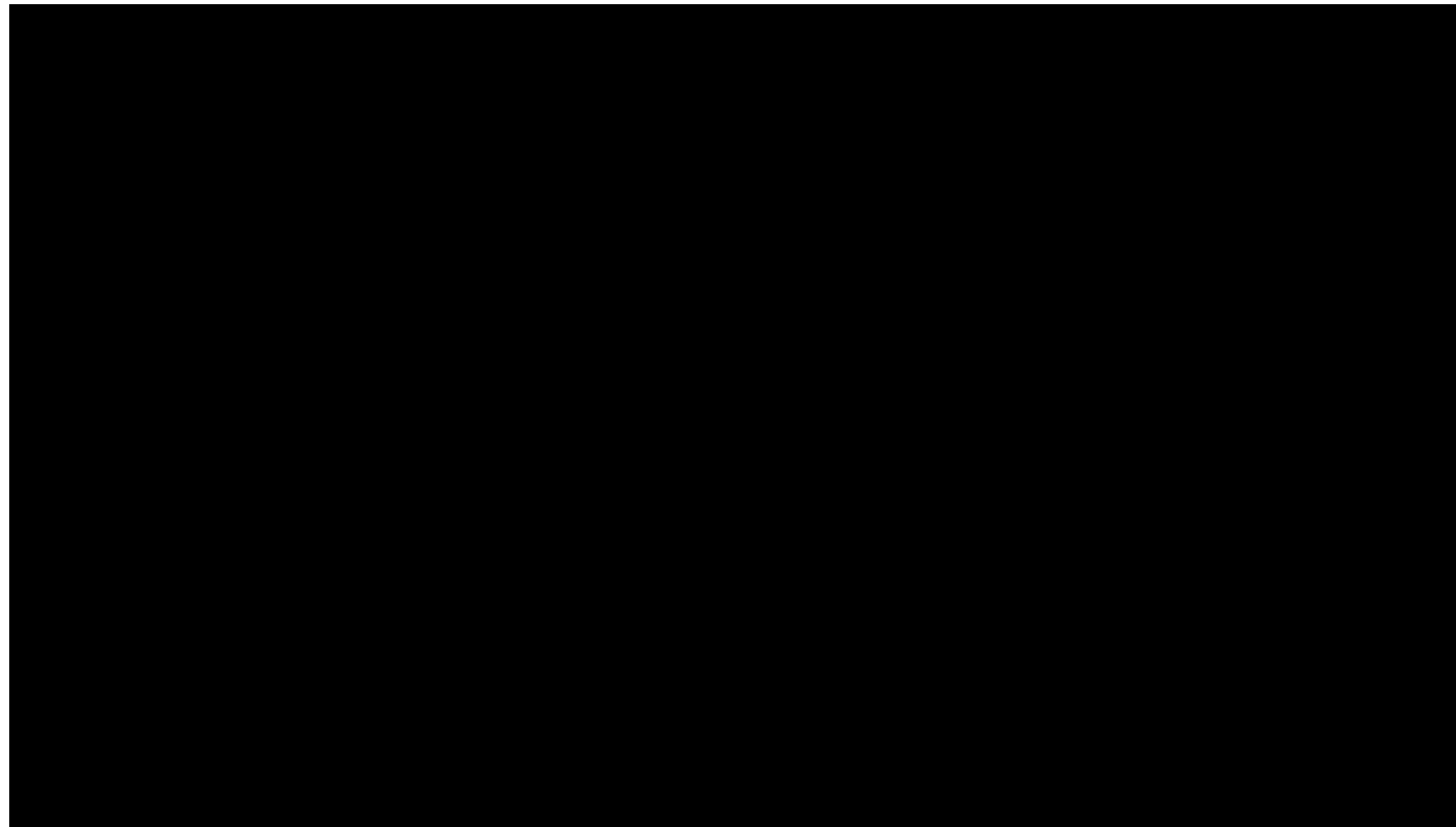
BROADER COMMUNITY IMPACT

- Quantifiable results in teacher training and student success in college readiness
- Opportunities for our project teams to interact with the STEM students and showcase real-world applications of what they're learning in school
- Tarrant Area and North Texas Food Bank Holiday Fundraising Campaign



35W CORRIDOR UPDATE / VIDEO

- Southern segment (IH 30 to IH 820) 65% completed
- Northern segment (IH 820 to US 287) substantially complete



FAST

