

NTE & LBJ

KEY OPERATION FACTS & BENEFITS

2018 Northeast Tarrant Transportation Summit



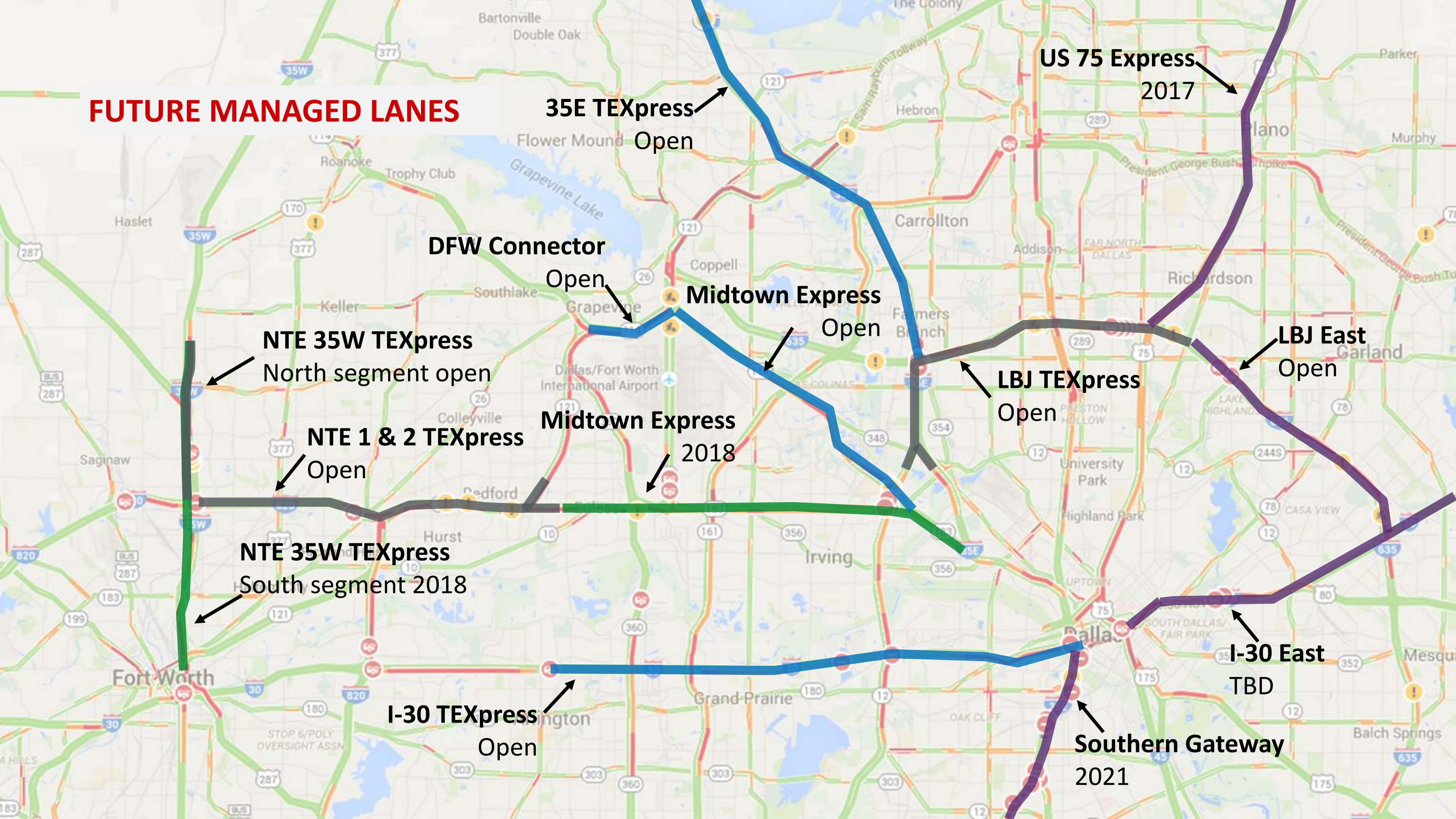


13.3 miles
\$2.1 billion investment
20% equity
52% debt
28% state participation
Opened October 2014

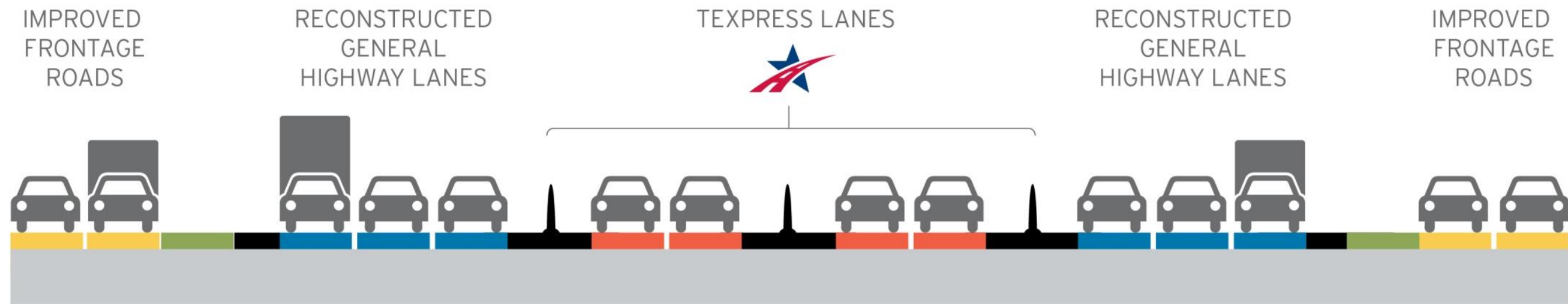


13.3 miles
\$2.6 billion investment
26% equity
56% debt
18% state participation
Opened September 2015

FUTURE MANAGED LANES



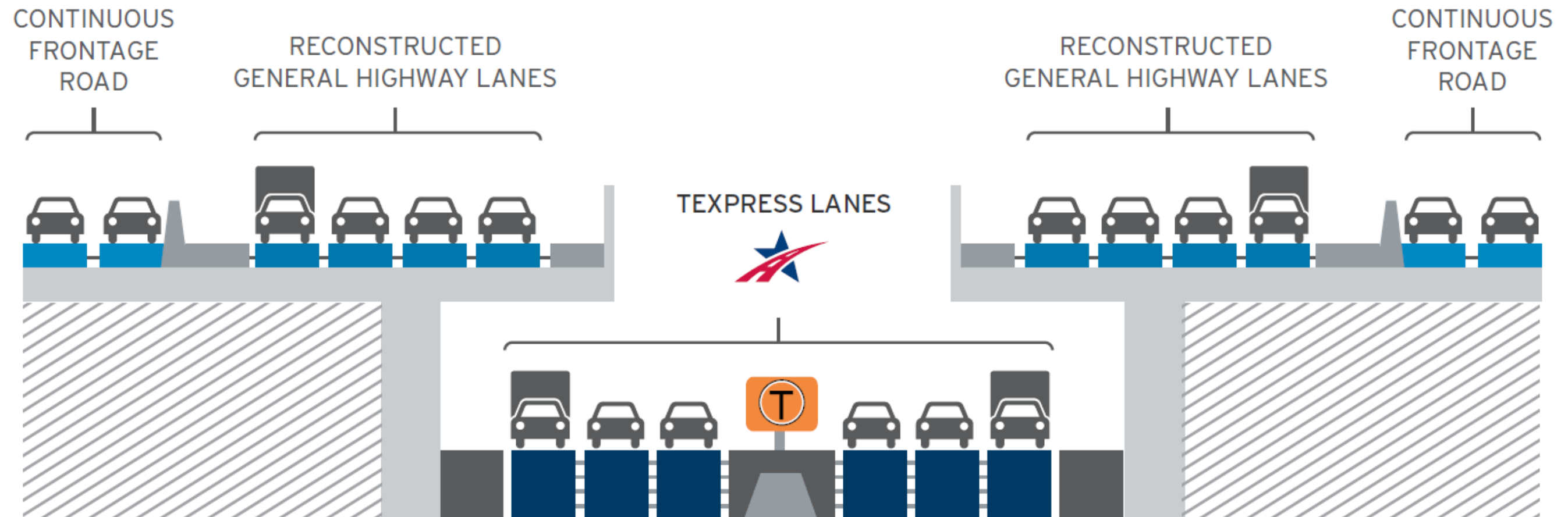
AHEAD OF TIME AND ON BUDGET – NTE



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**



LBJ + NTE TEXPRESS LANES ARE FOR EVERYONE



5 million
different vehicles
have used the LBJ &
NTE to date



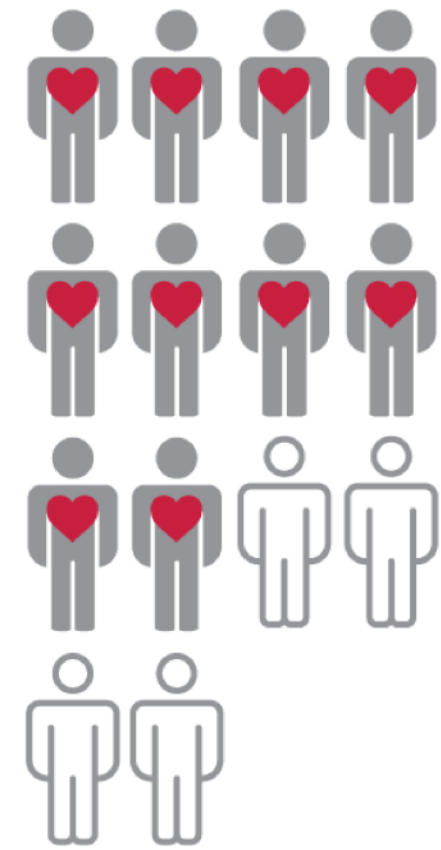
7 million
people live in
Dallas-Fort Worth



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



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

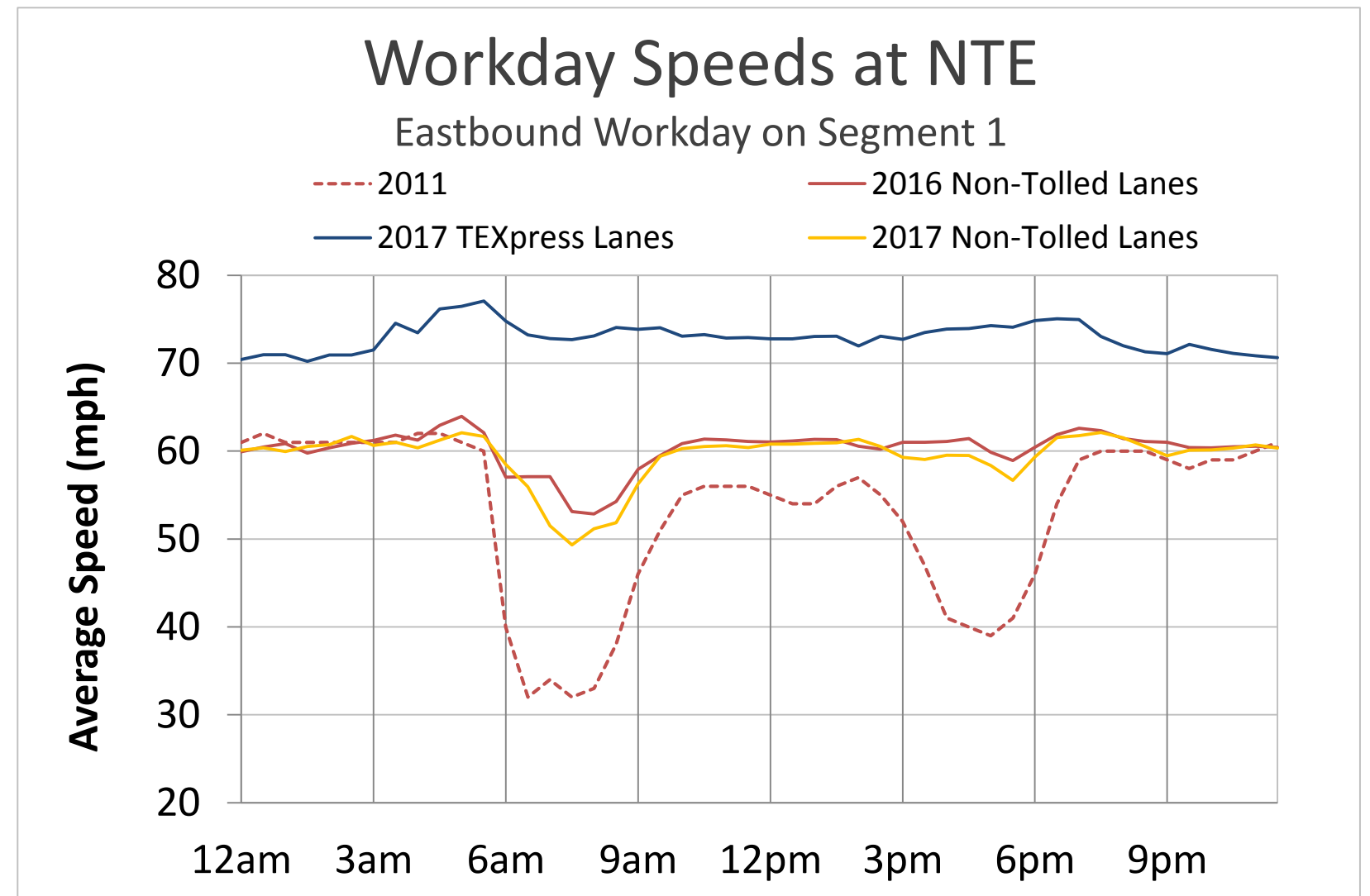
Most drivers who choose the TEXpress lanes have a bill between \$5-\$15/month.
Commuters—drivers who are on the highway 40+ times a month, choose the TEXpress for some of those trips. Their average bill is \$35/month.



CONGESTION RELIEF FOR ALL

Non-Tolled Lanes Benefit

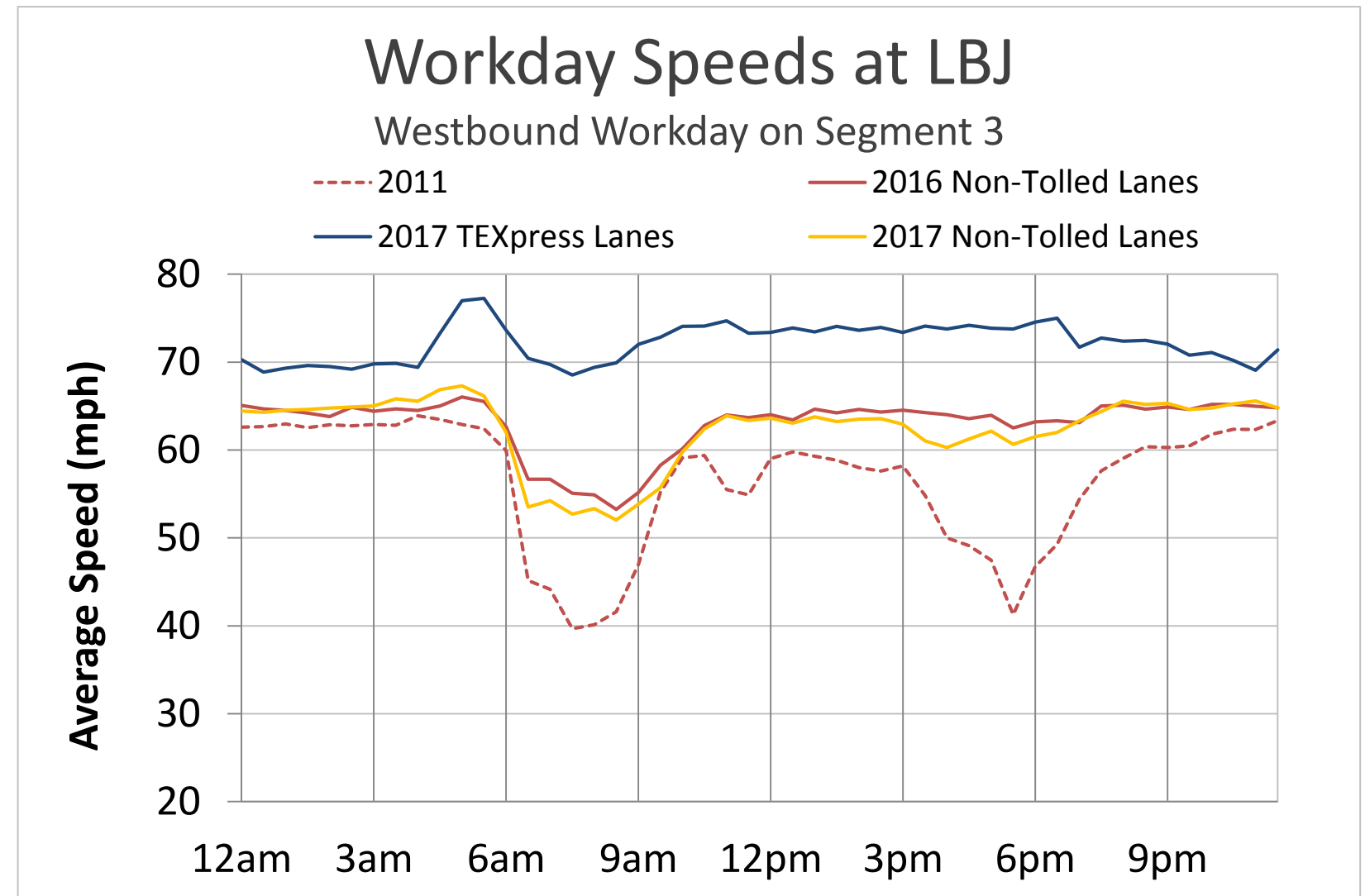
1. No additional lanes; improved shoulders, road design helped non-tolled lanes flow better
2. **Non-Tolled Lanes (General Purpose or GP) traffic 14% higher** than before construction
3. **General Purpose congestion down from 29% to 9%** (time spent traveling at speeds below 50 mph)
4. 72% reduction in overall congestion



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 14% higher** than before construction (Segment 3)
3. **General Purpose congestion down from 20% to 8%** (time spent traveling at speeds below 50 mph)
4. 60% reduction in overall congestion



THANK YOU

