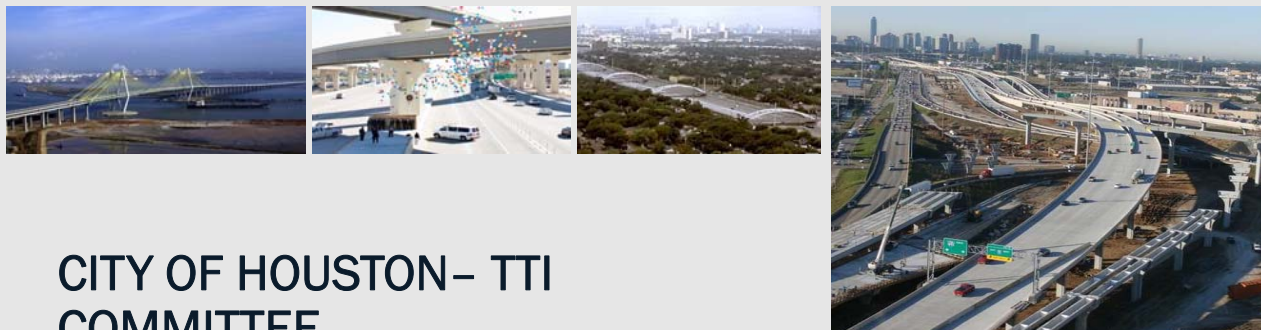




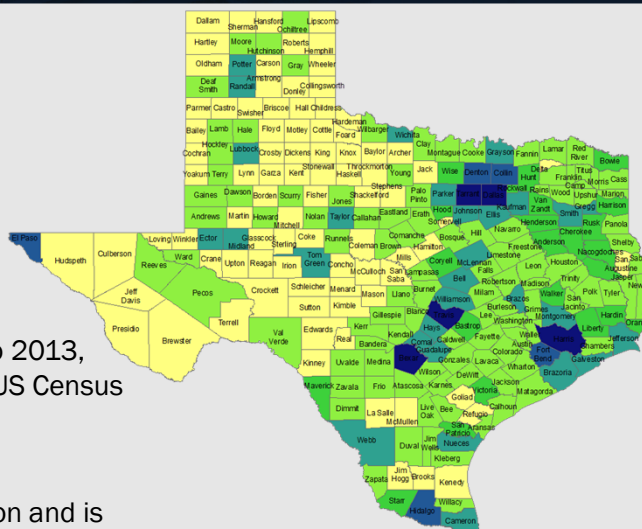
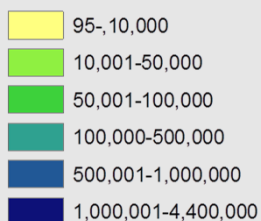
TEXAS DEPARTMENT OF TRANSPORTATION



CITY OF HOUSTON – TTI COMMITTEE

Quincy D. Allen, P.E. – Houston District Engineer
June 20, 2016

Population Growth in Texas



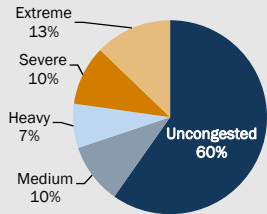
- Texas added 1.3 million people from 2010 to 2013, more than any other state, according to the US Census Bureau.
- Texas's population has pushed past 26 million and is projected to reach 40 million by 2050.

(Populations by County, 2013)

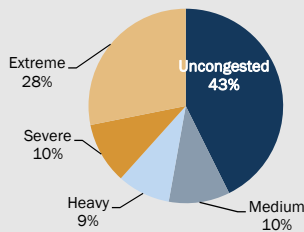
Congestion Growth in Texas

Levels of congestion on freeways and major roads

2008
475 Million VMT/Yr



2035
840 Million VMT/Yr



- Each year, congestion costs Texans:
 - 472 million extra hours of travel time
 - \$10.1 billion in delay and fuel costs
 - \$2.1 billion in truck freight moving costs
- Texas cities have highest levels of congestion in nation:
 - # 6 – Houston
 - # 13 – Dallas/Fort Worth
 - #17 – Austin
- By 2035, Texas will add 5 million new residents

Source: Texas Transportation Institute's "2012 Urban Mobility Report"

The Greater Houston Region



Region's population expected to grow by 66% to 10 million over next 25 years.



The 4th largest economy in America and has earned its reputation as the "energy capital" of the world.



Home to world's busiest seaport areas; freight trade hub is set for booming future. Expansion of Panama Canal will increase cargo coming into local ports.

Tagline and stats from the Greater Houston Partnership – www.houston.org

Houston District

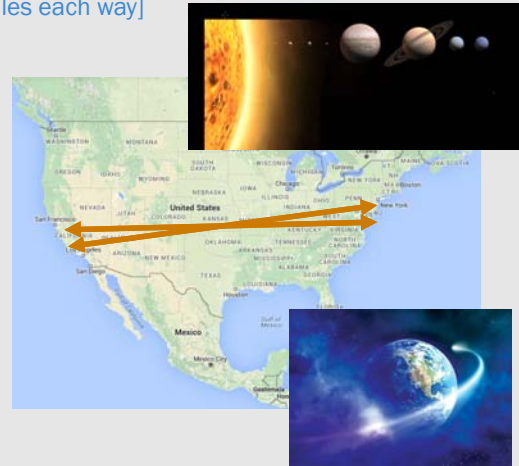
- Plans, designs, builds, operates and maintains the state transportation system in **six** counties: Brazoria, Fort Bend, Galveston, Harris, Montgomery and Waller.
- Encompasses **5,856** square miles.
- Serves approximately **5.8 million** people.
- Approximately **5.1 million** registered vehicles.
- Current FTE count is appropriately **1,100**.
- **Seven** area offices and **nine** maintenance sections.
- Operation of the **Galveston/Port Bolivar Ferry** Service



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Houston District Fun Facts*

- HOU maintains and operates a total of 10,567 lane miles of pavement.
 - This equates to having enough lanes miles to cover the distance of driving from Los Angeles, California to New York, New York and back, twice. [2462 miles each way]
- Motorists in our region drive approximately 173 million miles per day.
 - The sun is 93 million miles from the earth meaning motorists in the Houston District drive enough miles to get to sun and back every day.
- Of that 173 million, there are more than 10 million vehicle miles of daily truck traffic on the Houston District system.
 - Considering the circumference of the earth is 24,900 miles, the Houston District system carries enough daily truck traffic to go all the way around the earth 401 times.



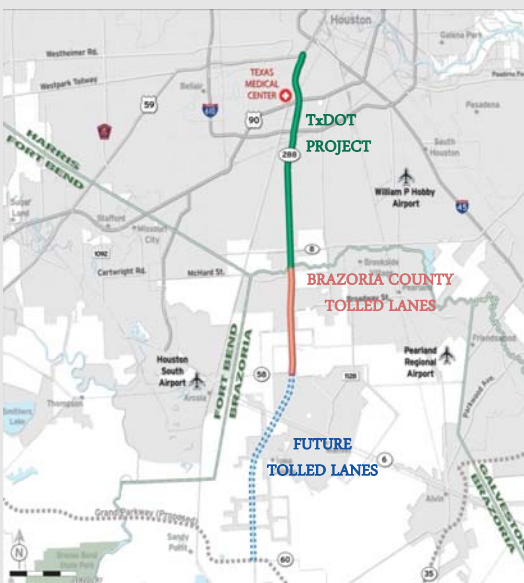
*Updated per demographics available for FY 2015

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SH 288 PROJECT

Varuna Singh, Director Strategic Projects

TxDOT Project Overview

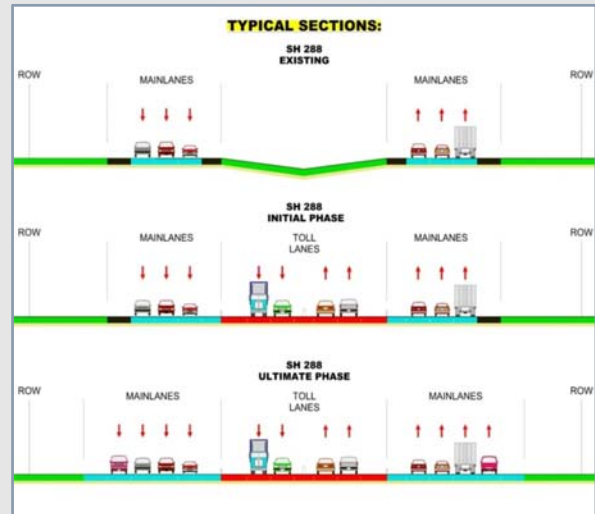


TxDOT Project:

- SH 288 Toll Lanes in **Harris County**, 10.3 miles from U.S. 59 to the Harris/Brazoria County line
- The base project scope includes:
 - A toll **concession**, under a CDA for a 52 year term
 - 4 tolled lanes (2 each direction) within existing SH 288 median
 - Addition of 8 new tolled direct connectors (DCs) at Beltway 8
 - New tolled DCs connecting SH 288 to Holcombe Boulevard near the Texas Medical Center
 - Reconstruction of all 8 direct connectors at IH 610 with added access to toll lanes
- The Developer is responsible for fully financing the TxDOT Project

TxDOT Project Overview

- \$815 million in capital costs
 - TxDOT contribution only \$17M
- Developer to operate and maintain ROW to ROW
- Disadvantage Business Enterprise Participation goal is 12%
- The Project must accommodate the ultimate configuration of the Project which includes:
 - Improvements to IH 610 from west of Cambridge to Scott Street
 - One additional General Purpose Lane on SH 288 in each direction from IH 610 to Beltway 8
- Commercial and Financial Close Spring 2016
- Construction to begin late 2016
- Open to Traffic by Mid 2019



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Developer Team of TxDOT Project

Blueridge Transportation Group (BTG) - 6 Equity Owners

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ ACS Servicios y Concesiones, S.L. ▪ InfraRed Capital Partners Ltd. ▪ Shikun & Binui Concessions USA, Inc. | <ul style="list-style-type: none"> ▪ Northleaf Capital Partners ▪ Clal Insurance Company Ltd. ▪ Star America Infrastructure Fund |
|---|---|

Major Non-equity Members and other team members

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Dragados USA, Inc (Major) ▪ Shikun & Binui America, Inc. (Major) ▪ Pulice Construction, Inc. (Major) ▪ Kellogg, Brown & Root Services, Inc. (Major) ▪ James Construction Group, LLC ▪ MICA Corporation ▪ Binkley & Barfield, Inc. ▪ Bowman Engineering & Consulting, Inc. ▪ CSJ Engineering Associates, LLC ▪ Group Solutions RJW ▪ Pinnacle Consulting Management Group, Inc. ▪ Professional Service Industries, Inc. | <ul style="list-style-type: none"> ▪ Rodriguez Engineering Labs LLC ▪ Arredondo, Zepeda & Brunz, LLC ▪ Clark Condon Associates, Inc. ▪ Civil Corp, LLC ▪ Costello, Inc. ▪ Hicks & Company Environmental/Archeological Consultants ▪ Huitt-Zollars, Inc. ▪ Lina T. Ramey & Associates ▪ Rodriguez Transportation Group ▪ Tectonic Group International, LLC ▪ Tukay Associates, Inc. ▪ Walter P. Moore |
|---|--|

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Brazoria County Project Overview



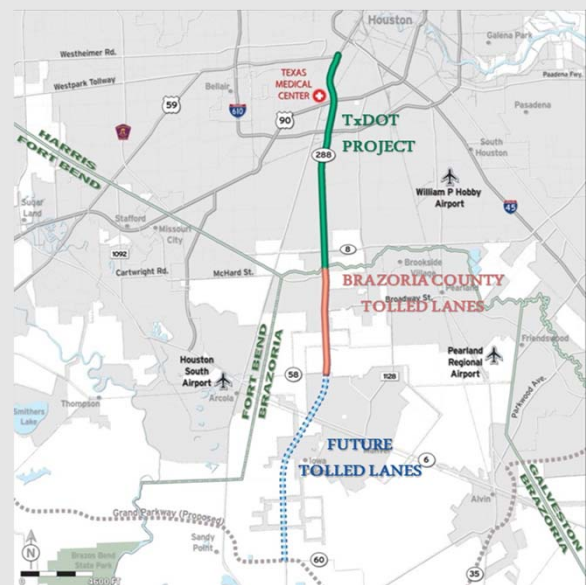
Brazoria County Toll Road Authority (BCTRA) Project:

- 5 miles from Harris/Brazoria County line to CR 58/Croix Rd
- Project Scope:
 - 4 tolled lanes (2 each direction) within existing SH 288 Median
 - Hughes Ranch Road T-ramp access to and from toll lanes
 - Braided entrance and exits to SH 288 frontage road North of FM 518
 - Slip ramps between general purpose lanes and toll lanes south of FM 518 and CR 58/Croix Rd
- Toll lane operation and maintenance by BCTRA
- Design-Bid-Build Delivery
- Start of construction is expected 6 months after start of construction of TxDOT Project
- End of construction is expected at the same time or after end of TxDOT Project

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Q & A

- TxDOT Project Contacts
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 - Varuna.Singh@txdot.gov
 - (713) 866-7040
 - Raquelle Lewis – Public Information Manager
 - Raquelle.Lewis@txdot.gov
 - (713) 802-5071
- Brazoria County Project Contact
 - Matt Hanks, J.D., P.E., – County Engineer
 - Matth@brazoria-county.com
 - (979) 864-1265



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NORTH HOUSTON HIGHWAY IMPROVEMENT STUDY

Pat Henry, Director Advanced Project Development

I-45 - North Houston Highway Project – In Development

- EIS for I45 North and Central Business District
 - IH 45 (N) from US 59 to BW 8 North
 - Hardy Toll Road Corridor from downtown to BW 8 North
 - Portions of IH 10, IH 610, US 59, & SH 288 near the downtown
- Goal is to provide a facility with additional capacity for projected demand by incorporating transit opportunities, travel demand and management strategies, and flexible operations.
- Help manage congestion, improve mobility, enhance safety, and provide travelers with options to get to their destinations
- Project divided into 3 segments (total 24 mile corridor):
 - **Segment 1** – BW 8 to I-610 (9 mi)
 - **Segment 2** – I-610 to I-10 (3 mi)
 - **Segment 3** – Downtown Loop System (I-45/I-10/US 59/Spur 527)(12 mi)
 - One “proposed recommended alternative” per segment



NHHIP – NEED AND PURPOSE FOR THE PROJECT

- All NHHIP Segments are in **Top 35** Most Congested Roadways in Texas
- Segments 1 and 3 in **Top 10**



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Segment 1 Recommended Alternative

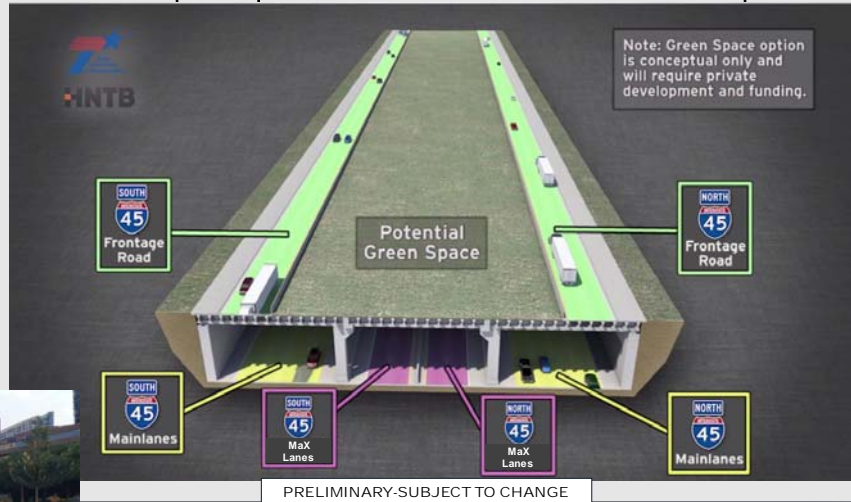
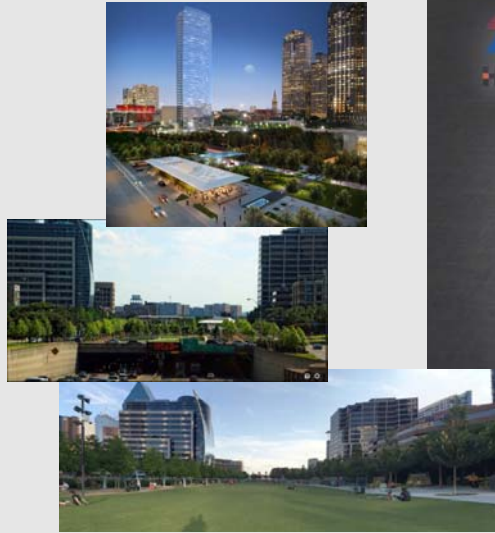


PRELIMINARY-SUBJECT TO CHANGE

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I-45 - North Houston Highway Project

View of Proposed Improvements near North Main St. with Potential Green Space



Segment 3 Recommended Alternative



SEGMENT 3 – DOWNTOWN TRAFFIC ANALYSIS RESULTS

Proposed Recommended Alternative Compared to the No-Build Alternative (AM Peak)

Reduction in Delay	Increase in Systemwide Speed		Increase in Downtown Access
50%	35%	24+ MPH	15%

The improvements in the Proposed Recommended Alternative result in a system wide speed increase that directly improves the flow on all surrounding freeways - a significant, positive improvement to the region's air quality.

PRELIMINARY-SUBJECT TO CHANGE

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SEGMENT 3 – DOWNTOWN TRAFFIC IMPROVEMENTS

- Benefits:
 - Segment 3 (est. \$4B) provides **unprecedented congestion relief** along with safety and air quality improvements
 - Significant **operational improvements** enhancing safety and efficiency
 - **Over \$100M per year in user delay cost savings** (based on 50% reduction in delay during AM Peak)
 - Vehicle Emissions Reduction: Additional annual cost savings to regional projects and reduction of vehicle contributions of air pollutants (under analysis)

PRELIMINARY-SUBJECT TO CHANGE

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Artist's Rendering

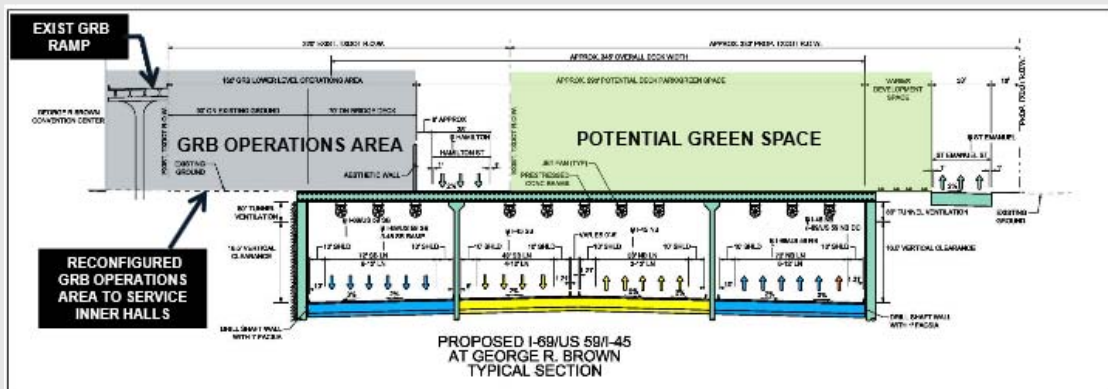
Artist's Sketch of Potential Green Space near the GRB Convention Center

NOTE: Green space option is conceptual only and would require separate development and funding.



Proposed Recommended Alternative: Segment 3

Proposed Improvements behind GRB



Next Steps

Current Work

- Continued public involvement
- Preparing Draft Environmental Impact Statement (DEIS) based on the recommended alternative
- Working with HGAC to include the project in the Regional Transportation Plan (RTP)
- Looking at potential project & construction phasing
- Exploring potential funding sources

Upcoming Work

- Early 2017 – Public Hearing on DEIS/Recommended Alternative
- Prepare and submit Final Environmental Impact Statement (FEIS) in 2017
- Anticipate a record of decision (ROD) in 2018
- Initiate right of way (ROW) acquisitions and utility relocations 2018/2019
- Initial construction anticipated to begin in 2020*

**Tentative and contingent upon successful execution of all pre-construction milestones.*

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Project Contact

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Darrin Willer, PE, F.SAME

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For More Information:

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Houston District Resources & Questions

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For More Information:

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