

TEXAS TRANSPORTATION COMMISSION

DALLAS and DENTON Counties

MINUTE ORDER

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DALLAS District

Subchapter E, Chapter 223, Transportation Code prescribes the process by which the Texas Department of Transportation (department) may enter into a comprehensive development agreement (CDA) with a private entity that provides for the design, development, financing, construction, maintenance, repair, operation, extension, or expansion of an eligible project.

The I-35E corridor in Dallas and Denton counties is one of the oldest, most highly congested, demand-critical and mobility-constrained transportation corridors in the region. Since it opened as part of the original national interstate program almost 50 years ago, the northern link of the corridor has been under a constant state of maintenance, upgrade, expansion, evaluation, planning, design and construction.

Senate Bill 1420, 82nd Legislature, 2011, authorized the department to enter into a CDA for all or part of the I-35E Managed Lanes project in Dallas and Denton counties from I-635 to US 380. The project will replace the functionally obsolete, deteriorating infrastructure as well as add capacity for projected future increases in traffic volume.

By Resolution 11-146, adopted on September 21, 2011, the North Texas Tollway Authority (NTTA) confirmed the NTTA's previous waivers of its first option to develop, finance, construct, and operate the I-35E Managed Lanes project, and waived and declined to exercise the NTTA's option to develop, finance, construct, and operate the I-35E Managed Lanes project pursuant to Transportation Code, §373.055, as described, and only upon the terms, in the resolution. Pursuant to Transportation Code, §373.053, the department has determined that its option to develop, finance, construct, and operate the I-35E Managed Lanes project should be exercised.

The development and completion of all or part of the I-35E Managed Lanes project could be expedited through the use of a public-private partnership agreement, and the employment of innovative methods for the development and financing of projects that are available with a public-private partnership agreement. Development of the I-35E Managed Lanes project is a crucial element to responding to traffic congestion throughout the Dallas/Fort Worth Metroplex.

Transportation Code, §223.203 prescribes requirements for a CDA procurement and requires the department to publish a request for qualifications in the *Texas Register* that includes the criteria that will be used to evaluate any qualification submittals, the relative weight given to the criteria, and a deadline by which qualification submittals must be received.

The planned improvements may provide increased capacity through the use of congestion pricing on new managed lanes, and/or the addition of new collector-distributor, general purpose, and frontage road lanes, and are critical to the region's continued mobility and economic viability. Increasing capacity of the corridor will relieve congestion, reduce travel time, and improve air quality, as well as provide social and economic benefits locally, regionally, statewide, and nationwide. The I-35E Managed Lanes project will also provide a transportation system that will meet the travel needs of people, goods, and services safely, efficiently, and economically.

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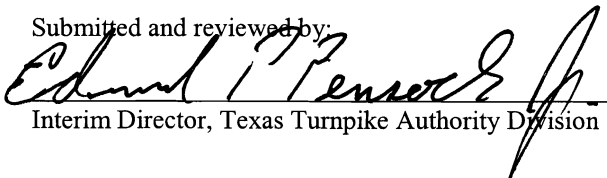
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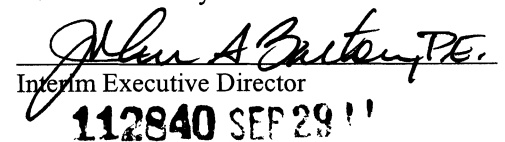
DALLAS District

IT IS THEREFORE ORDERED by the Texas Transportation Commission that the department is authorized to publish in the *Texas Register* and in one or more newspapers of general circulation a request for qualifications to develop, design, construct, finance, maintain, and operate all or any portion of the I-35E Managed Lanes project in Dallas and Denton counties from I-635 to US 380.

Submitted and reviewed by:


Interim Director, Texas Turnpike Authority Division

Recommended by:


Interim Executive Director
112840 SEP 29 '11

Minute
Number

Date
Passed