

SH 183 Expansion Project

MPDG 2025-2026

May 2024



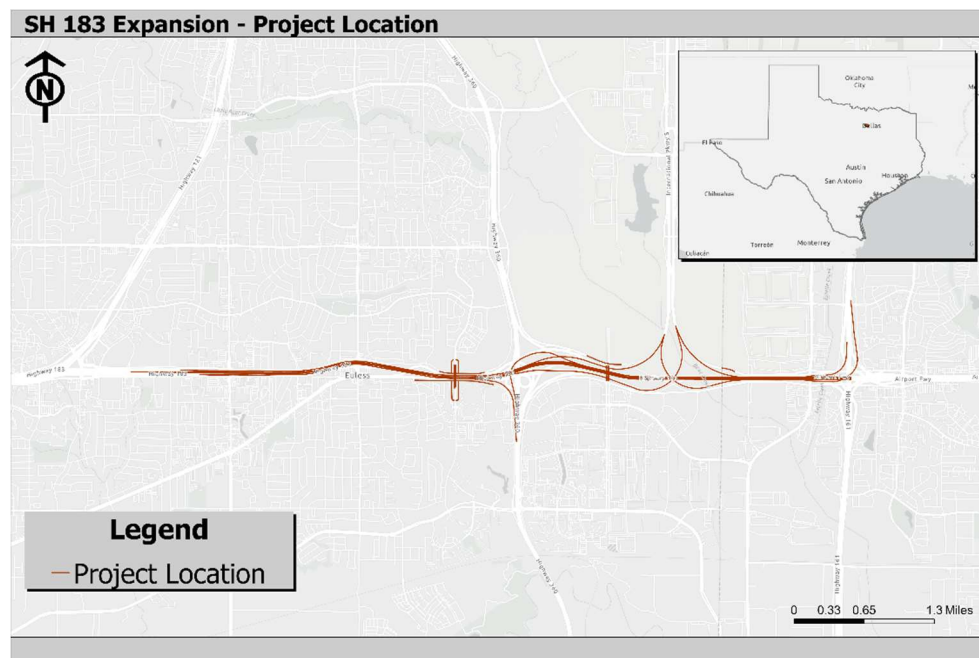
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Project Description

The SH 183 Expansion Project (the SH 183 Project) realizes the ultimate vision of the Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG), and stakeholders for this heavily used corridor at the center of the Dallas-Fort Worth metroplex. The SH 183 Project adds capacity at a critical juncture of the nation's fourth largest Metropolitan Statistical Area to improve regional mobility, promote regional and national economic competitiveness associated with advanced manufacturing and air cargo, and improve safety for the traveling public and first responders. TxDOT is requesting this \$355 million Mega/INFRA award under the Multimodal Project Discretionary Grant (MPDG) program, while pursuing other innovative funding, and accelerating project delivery to advance the SH 183 Project urgently. The SH 183 Project is located on a six-mile corridor approximately between SH 161 and SH 121, shown in Figure 1.

Figure 1: Project Location



Project History

The SH 183 Project builds on TxDOT's successful completion of the corridor's most substantial construction elements in 2018. The initial project, the Midtown Express, added capacity, reconstructed general purpose lanes, and reconstructed intersections on SH 183 south of Dallas-Fort Worth International Airport (DFWIA), between SH 121 and I-35E. This \$1.4 billion interim project constructed one managed lane (defined as a barrier-separated toll lane) in each direction on SH 183 from SH 121 to I-35E, and TxDOT's approach to alternative project delivery was profiled by the Federal Highway Administration for its innovative public-private partnership structure and maintenance agreement.¹ Since the interim project opened in 2018, the facility has averaged approximately 160,000 trips per day, supporting the Dallas-Fort Worth (DFW) region's growing population, industrial and economic centers, and travel demand.

¹ https://www.fhwa.dot.gov/ipd/project_profiles/tx_midtown_express.aspx

Description of Work

During study of the Midtown Express between 2013 and 2018, TxDOT and stakeholders established a vision for an “ultimate configuration,” the SH 183 Project presented in this application. The SH 183 Project includes the following elements:

- Addition of one managed lane in each direction (proposed interim typical sections shown in Figure 2 **Error! Reference source not found.**).
- Expansion of direct connectors to SH 360, International Parkway, and SH 161/President George Bush Turnpike (PGBT).
- Reconstruction of eastbound general purpose ramps at Main Street and SH 10.
- Reconstruction of westbound general purpose ramp at Main Street/Fuller Wisner.
- Reconstruction of the Bear Creek intersection.
- Reconstruction of the Amon Carter bridge.
- Reconstruction of westbound general purpose exit to Amon Carter.
- Addition of U-turns.

Figure 2: Proposed Typical Sections

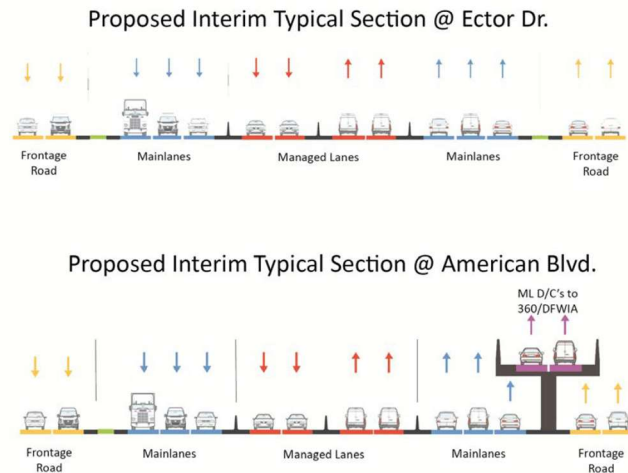
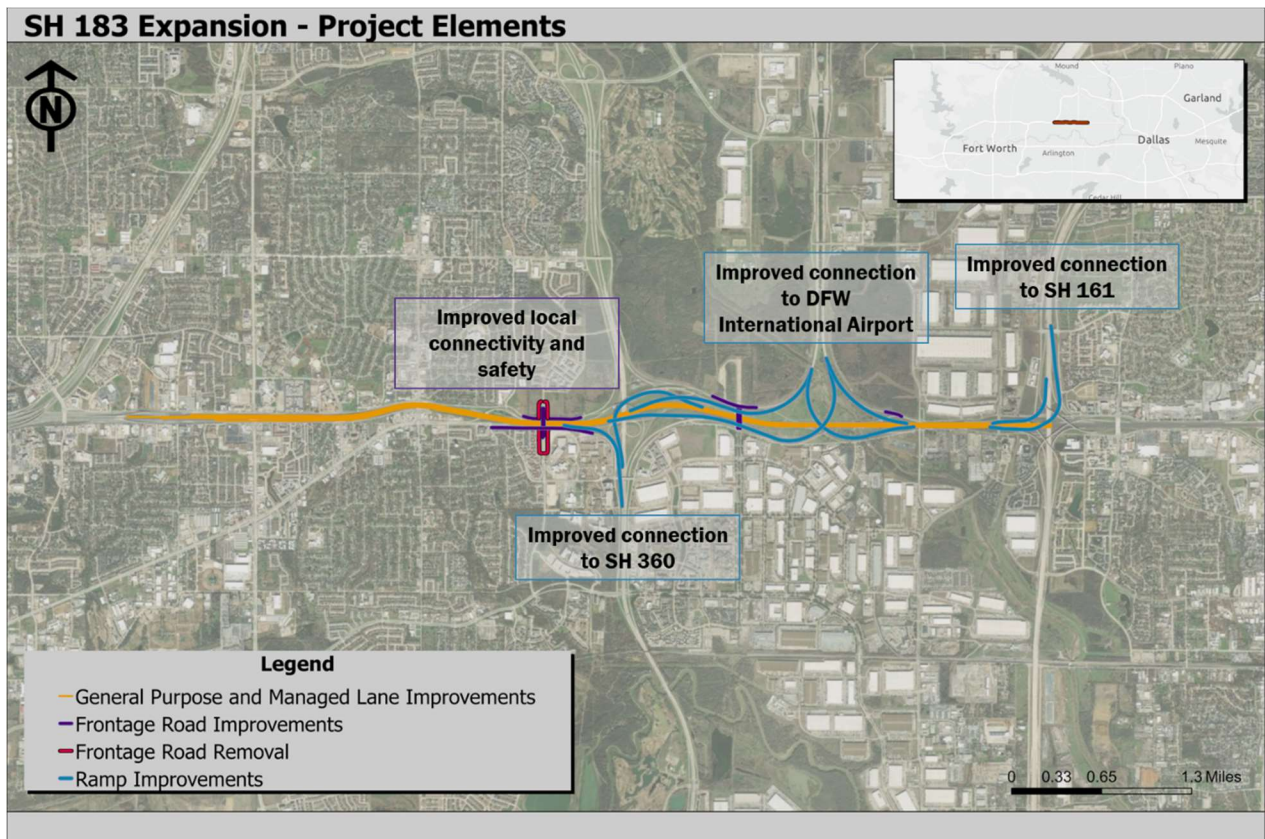


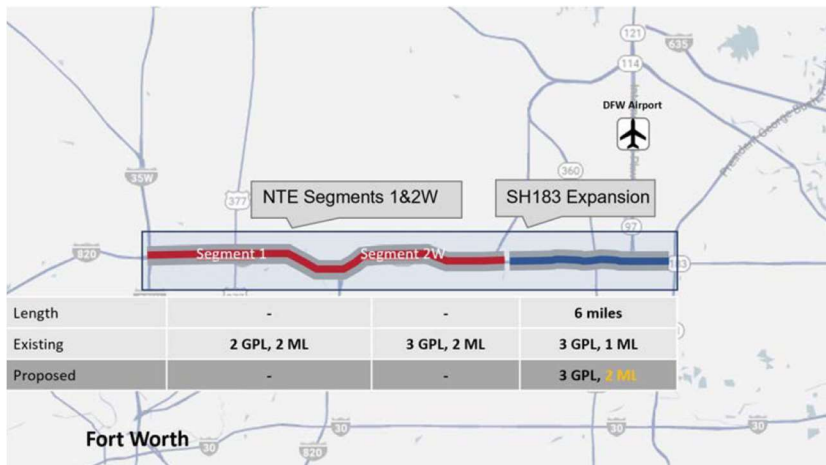
Figure 3: Project Element Highlights



Project Urgency

The adjacent segment to the west, the North Tarrant Express, is managed by a private concessionaire which has begun construction to expand from two lanes in each direction to three lanes in each direction, anticipating completion in Fall 2026. The North Tarrant Express project is not part of this application, and the private entity is proceeding with the project. If the SH 183 Project is not advanced, the existing 2-lane to 1-lane transition between segments will become a 3-lane to 1-lane transition. The SH 183 Project is essential to prevent the introduction of a bottleneck or safety concerns in a confined, barrier-separated environment. Figure 4 displays the location of the North Tarrant Express and the SH 183 Project.

Figure 4: Project Location and Adjacent North Tarrant Express (NTE) Expansion



Project Status

TxDOT has already spent \$6.2 million on the SH 183 Project to advance it to 60% schematic design. Several supporting analyses and coordination activities have been completed or initiated to continue to advance the project and ensure construction readiness when sufficient funding is identified. TxDOT has initiated the following activities, all anticipated to be completed within one year and prior to the anticipated construction start in March 2026:

- Drainage report completed Spring 2024,
- Right-of-way coordination on-going with minimal needs related to three parcels,
- U.S. Army Corps of Engineers coordination to be completed Summer 2024,
- Coordination with industry partners through Summer 2024,
- NEPA re-evaluation to be completed Fall 2024,
- 3D Model development completed Summer 2024,
- Safety and Operational Analysis will begin in Summer 2024,
- CSRA and CER will be performed in Fall 2024,
- Survey to be completed Winter 2024,
- Geotechnical investigations to be completed Winter 2024,
- Sub-surface utility engineering to be completed Spring 2025, and
- Informal coordination with Federal Aviation Administration due to proximity to DFIA.

Project Budget

Previously Incurred Expenses

TxDOT does not request consideration of internal costs (incurred prior to project selection and projected to be incurred during construction) for the MPDG grant.

Future Eligible Costs, Sources and Uses, and Budget

Future work on the SH 183 Project requires professional services, right-of-way and utilities, construction, and financing costs **totaling \$954 million**. Costs for each of these project stages are displayed in Figure 5 and Table 1. The project budget includes a **10% construction contingency**. Estimated costs are escalated to contract execution using a standard 8% (total). From contract execution, costs are escalated to the midpoint of substantial completion at 4% (year-over-year).

TxDOT will use state funding from the State Highway Fund in the amount of \$258 million. TxDOT will submit an application for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, which is estimated to be approximately \$341 million, based on the 33% cap on eligible costs, with such TIFIA loan to be repaid from toll revenues generated by the project.

TxDOT is requesting an MPDG grant award that would fund the remaining cost of the project, \$355 million (37% of total cost). The MPDG funds would be used to fund construction costs.

Figure 5: SH 183 Project Sources and Uses Funding Summary Graph

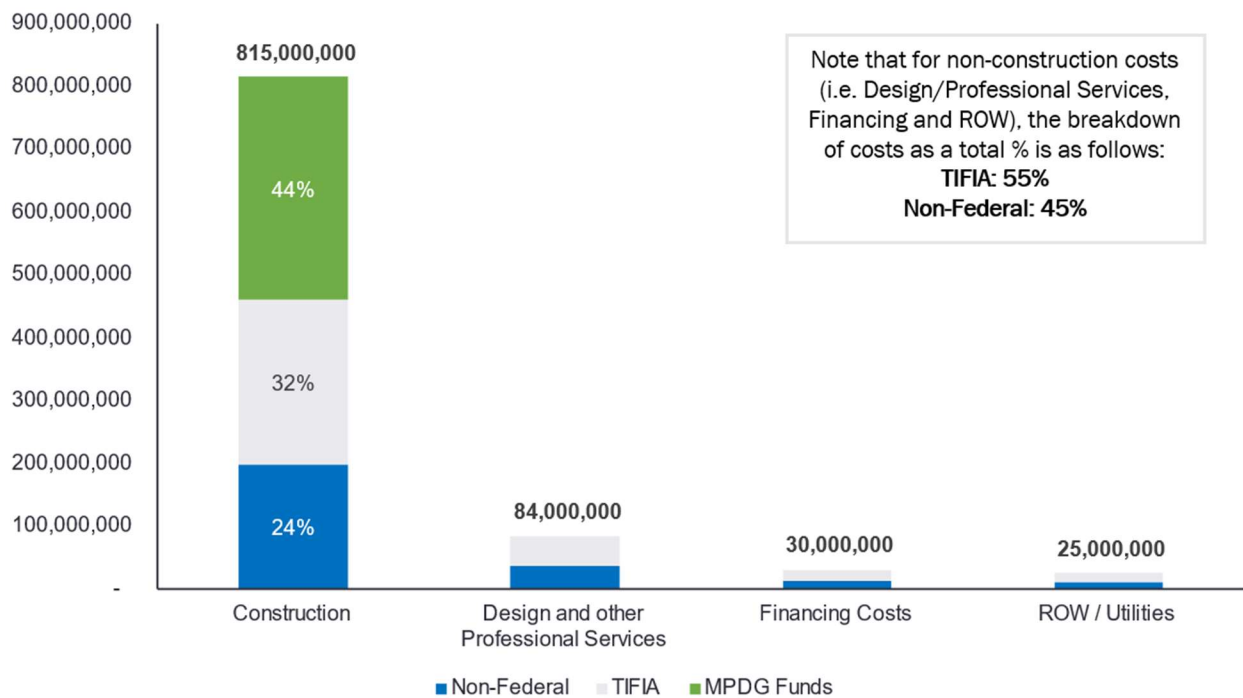


Table 1: SH 183 Project Sources and Uses Funding Summary

	Funding Source	Construction	Design & Professional Services	Financing Costs	Right-of-Way and Utilities	Total
Federal	MPDG Funds	\$355,000,000				\$355,000,000
	TIFIA	\$262,000,000	\$48,000,000	\$17,000,000	\$14,000,000	\$341,000,000
Non-Federal	Non-Federal	\$198,000,000	\$36,000,000	\$13,000,000	\$11,000,000	\$258,000,000
	Total	\$815,000,000	\$84,000,000	\$30,000,000	\$25,000,000	\$954,000,000

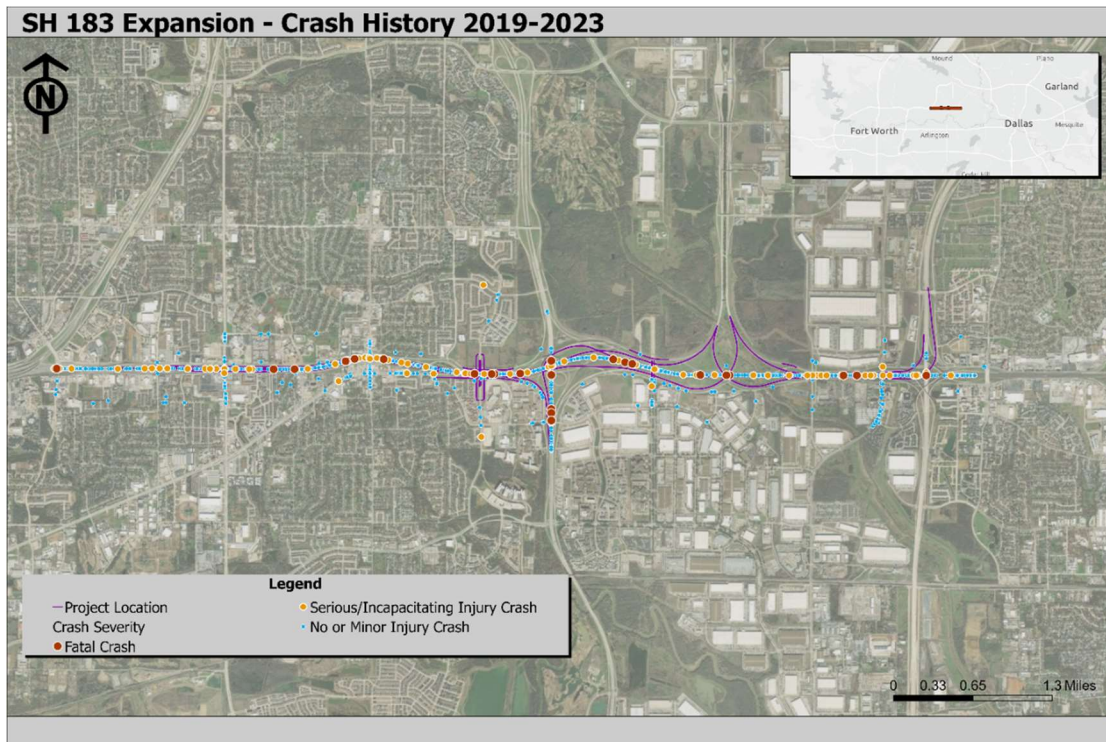
Outcome Criteria

Safety

Traffic Safety

Over the last five years, there have been an average of 515 crashes per year within the project limits, including an average 5 fatal crashes per year. Crashes in the general purpose (non-tolled) lanes accounted for 75% of total crashes and 79% of fatal crashes between 2019 and 2023. Crashes on direct connectors comprised 17% of total crashes and 21% of fatalities. No fatal crashes occurred in the existing managed lane.

Figure 6: Crashes within 100 ft. of Project Limits



The SH 183 Project improves safety by improving merging between general purpose and managed lanes, improving ramps, improving interchanges, and adding dedicated turn lanes at the American Boulevard and Amon Carter intersection. The project will provide significant crash reduction, reducing the annual crash rate by 18% (from 515 per year to 424 per year based on 2019-2023 conditions). The annual rate of fatal crashes will be reduced by over 16% (from an average of 5 year to 4.2 per year). Table 2 lists the crash reduction expected from each safety improvement analyzed.

Table 2: Crash and Fatal Crash Reduction from the SH 183 Project

Improvement	Annual Crash Reduction Compared to 2019-2023	Annual Fatal Crash Reduction Compared to 2019-2023
Addition of Auxiliary Lane at Ramps	22.24	0.28
Addition of Auxiliary Lane at Managed Lane Slips	21.84	0.2
Diversion due to Ramps and Direct Connectors	21.59	0.25
Dedicated Turn Lanes at American Boulevard and Amon Carter Boulevard	12.85	N/A
Widen General Purpose Lane Shoulder	8.89	0.09
Additional Managed Lane	2.95	N/A
Widened Managed Lane Shoulder	1.06	N/A
Total	91.42	0.82

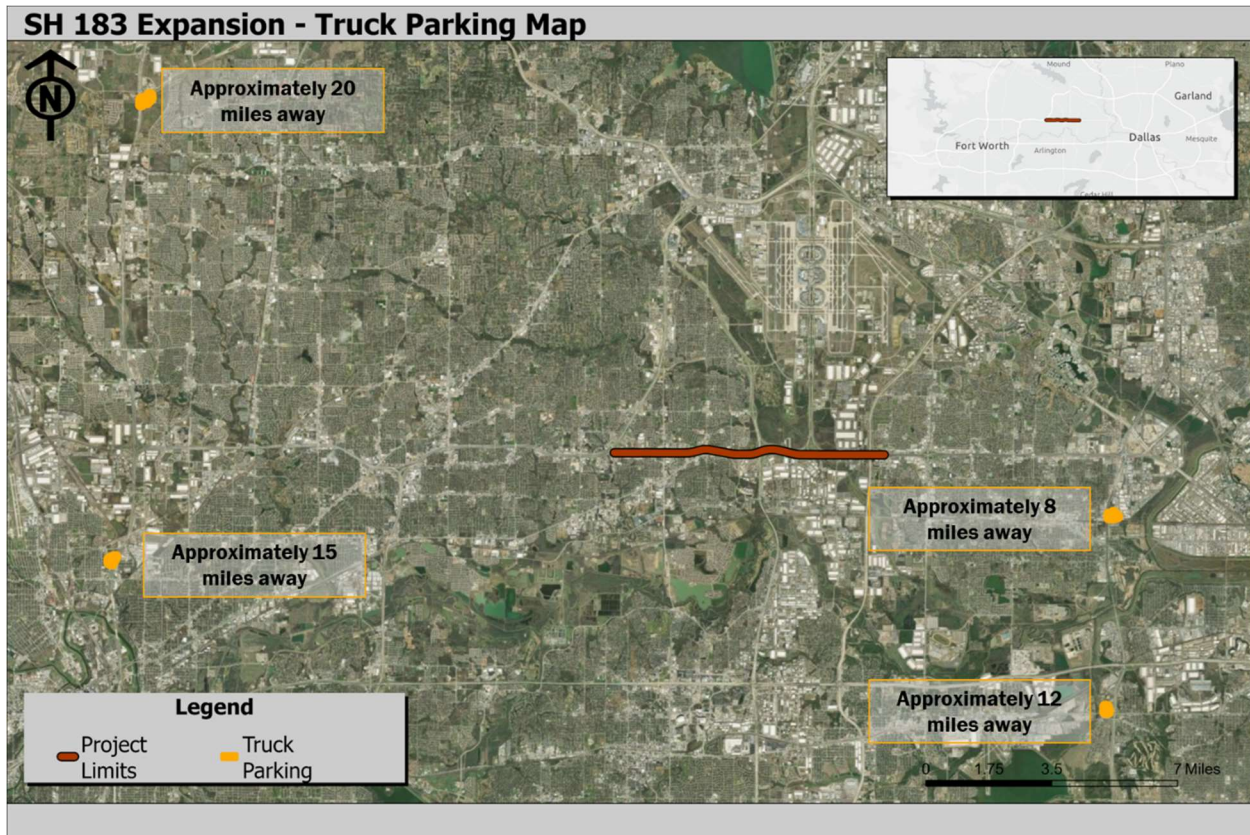
Impacts to First Responders

First responders and community residents have identified hazards associated with incident response due to the limited access points and barrier-separated design of the express lanes. There were 24 crashes involving ambulances, fire trucks, or police cars on the main and express lanes between 2019-2023 (1.05% of all crashes examined), and improving traffic safety on this segment of SH 183 is paramount to improving first responder safety. Statewide, 0.94% of crashes between 2019-2023 involved emergency response vehicles. The proposed improvements will improve the managed lanes to standard lane and shoulder widths, reducing crashes and providing more room for first responders to safely address incidents when they do occur.

Impacts to Commercial Motor Vehicle Parking

No designated truck parking facilities exist in the mid-cities area between Dallas and Fort Worth due to land availability and property values. However, five truck parking facilities exist within 25 miles of the project area: three on I-35W north of Fort Worth and two on Loop 12 east of Dallas. Drivers in the mid-cities areas depend on reliable travel times to available truck parking, and the improved travel time reliability resulting from SH 183 Project will improve driver safety and quality of life by increasing confidence that they can reach a designated parking location within hours-of-service requirements. Without these improvements, drivers are more likely to park in unauthorized areas to ensure they find parking in a timely manner.

Figure 7: Truck Parking Options near Project Limits



State of Good Repair

The SH 183 Project is being procured as a design-build agreement, meaning TxDOT's and USDOT's investment in SH 183 will be protected by a 15-year capital maintenance agreement following construction. TxDOT holds design-build contractors to strict performance requirements related to safety, design, and maintenance that will prolong the life of the asset.

Toll revenue from the additional capacity within managed lanes will offset capital and operational/maintenance costs associated with the project. Operating costs for the initial phase totaled approximately \$7 million per year performed under a Capital Maintenance Agreement. The projected operations and maintenance annual costs for the SH 183 Project are \$9.3 million.

The SH 183 Project also addresses needed reconstruction within the project limits. While some reconstruction was completed during the initial project phase which opened in 2018, most of the project area was only rehabilitated over a decades-old roadway base at that time. The SH 183 Project includes reconstruction of approximately 55% of mileage within the project limits, substantially modernizing and extending the life of the asset. The remaining segments will be rehabilitated or remain unchanged.

Economic Impacts, Freight Movement, and Job Creation

The SH 183 Project stimulates the regional and national economy by increasing access to jobs, increasing transportation capacity, and reducing congestion.

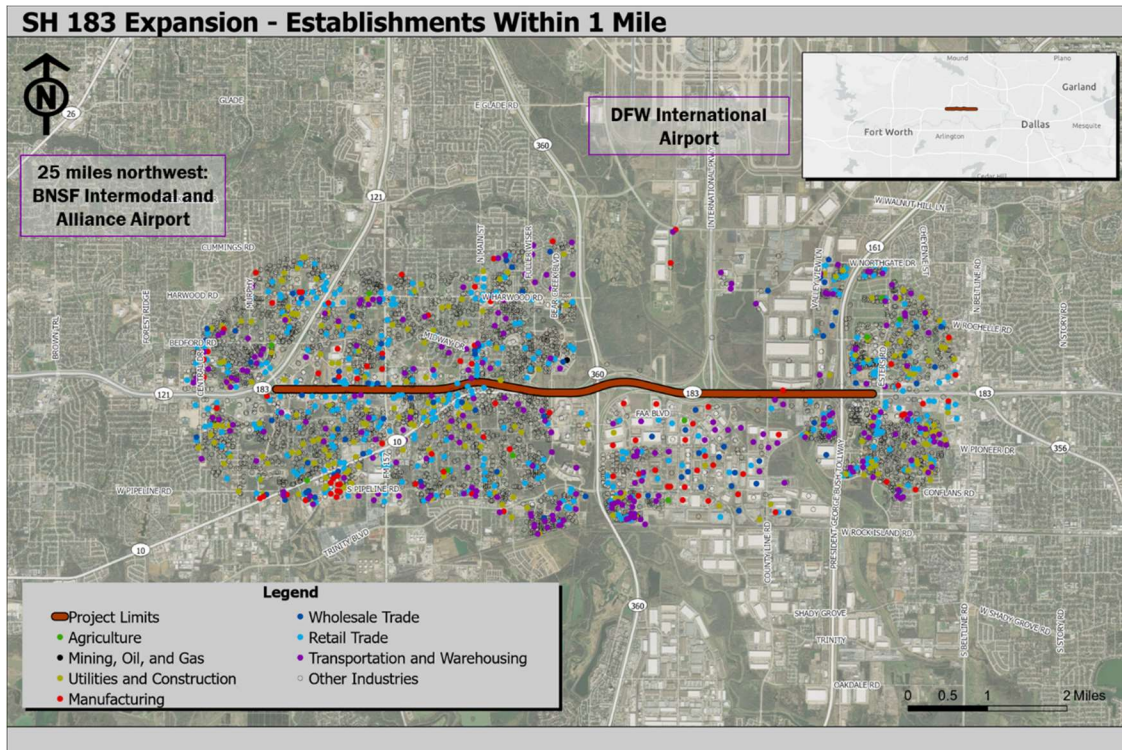
Job Creation

The SH 183 project is surrounded by businesses and economic activity, including over 9,300 establishments and nearly 1,500 freight-dependent establishments within 1 mile of the project location. Improved mobility and reliability from the SH 183 Project will increase the economic competitiveness of businesses in the region, particularly for those reliant on freight movement. Freight-dependent establishments within one mile of the SH 183 Project include:

- 600+ retail establishments
- 330+ Construction establishments
- 280+ Transportation and Warehousing Establishments
- 120+ Wholesale Trade establishments
- 100+ Manufacturing establishments

Additionally, the project combined with the expansion of DFWIA will facilitate job growth within the project area as well as reduced transportation burden for people commuting to this major employer.

Figure 8: Establishments within One Mile of Project Limits



Source: DataAxle

Freight Movement

SH 183 is located on the National Primary Highway Freight System and the Texas Highway Freight Network, TxDOT's designated network for prioritizing projects supporting freight movement. The SH 183 Project will provide reliable travel time within the managed lanes and reduced congestion in the general purpose lanes, strengthening the region's ability to handle supply chain disruptions.

The project location is a critical link to DFWIA and is located directly south of the airport. DFWIA handled 1.5 billion pounds of cargo in 2023, the largest cargo airport in Texas and 13th largest in the

nation.² The airport plays a pivotal role in regional ecommerce and industrial activity, and trucking connects nearby warehouses to air cargo facilities. The SH 183 Project will facilitate intraregional and interregional movement between these critical logistics facilities. DFWIA also plays a national role in the semiconductor manufacturing supply chain. DFW is home to several semiconductor fabrication plants, which rely on the airport for connectivity to chip packaging facilities and distribution to markets in Asia and throughout the U.S.

DFWIA recently announced development of a sixth terminal, Terminal F, that will stimulate continued growth of passenger and freight movement through the project area. Additionally, the project is crucial to connectivity between the eastern half of the DFW metroplex and the truck, rail, and air intermodal facilities at AllianceTexas located 25 miles (driving distance) northwest of the SH 183 Project.

Climate Change, Resilience, and the Environment

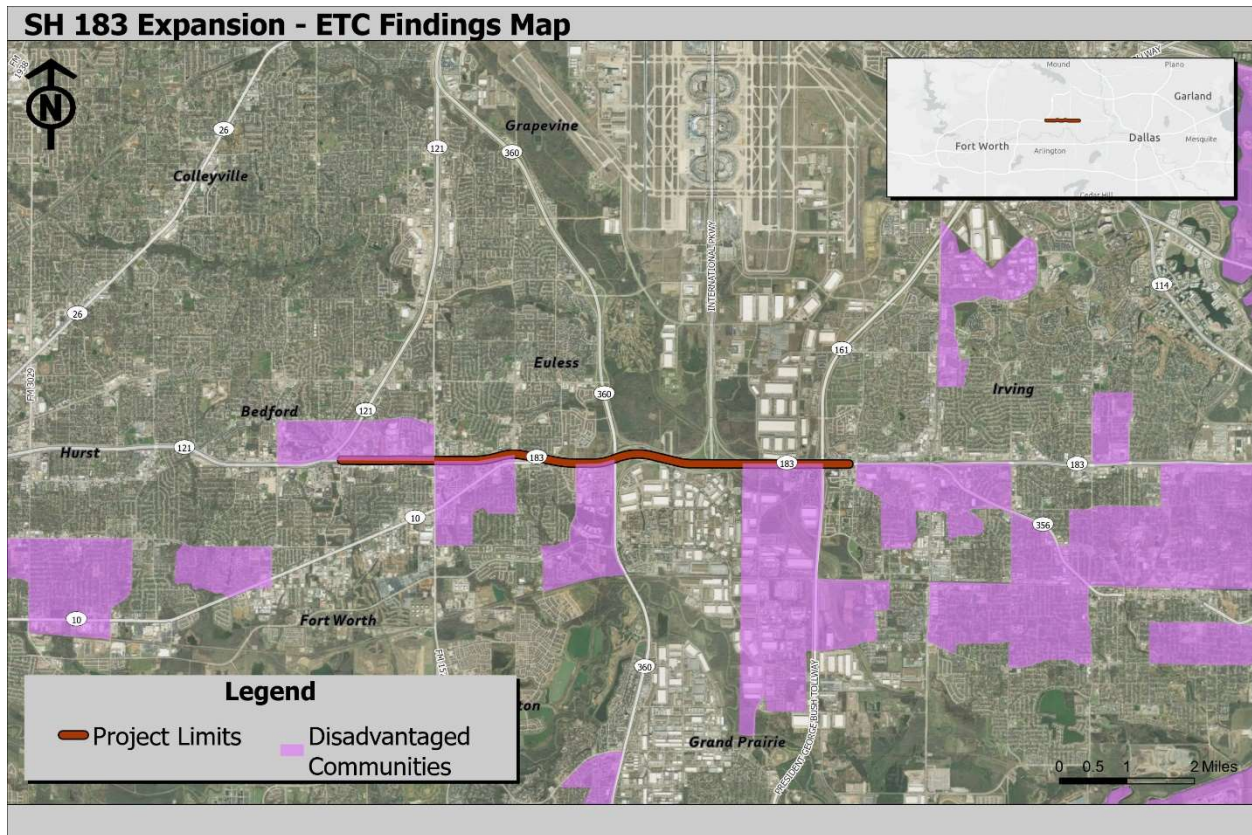
The U.S. DOT's ETC Explorer identifies four census tracts along this segment of SH 183 that experience cumulative burdens due to Climate and Disaster Risk, Environmental Burden, Health Vulnerability, Social Vulnerability, and Transportation Insecurity (Figure 9). All four of these census tracts show high levels of Environmental Burden, especially on metrics related to air quality. Signal and bicycle/pedestrian improvements completed during the SH 183 Project will improve air quality in the project area. On average over the first 20 years of operation, the project will annually avoid the following pollutants:

- 187 metric tons of CO₂
- 108 pounds of NO_x
- 113 pounds of SO_x
- 14 pounds of PM_{2.5}

Within these census tracts experiencing cumulative burdens, over 90% of households own a vehicle, and transit availability is limited. With a large share of the population dependent on auto travel to reach employment, groceries, and other key destinations, these communities will benefit from improved travel time and reduced congestion on SH 183 due to the project.

² FAA, T-100 market carriers

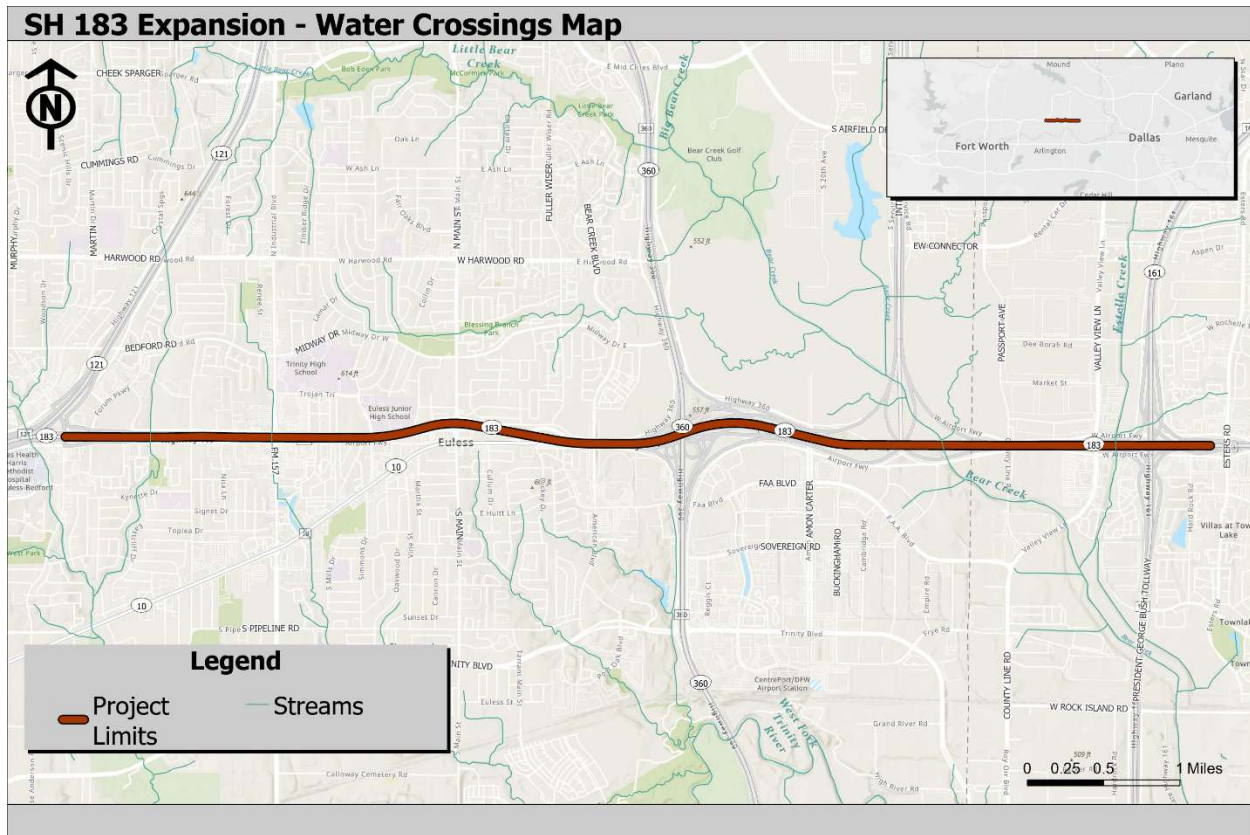
Figure 9: ETC Explorer Findings



The SH 183 Project crosses two non-navigable waters of the U.S.: Bear Creek and Estelle Creek (Figure 10). The corridor environmental assessment concluded that the project would result in no modification of the waterways and that the project would not increase the base flood elevation to a level requiring coordination with FEMA or local floodplain administrators. The SH 183 Project will be Atlas 14 compliant, resulting in improved reliability, resiliency, and stormwater management.

Additionally, TxDOT welcomes proposal of alternative technical concepts during the design-build procurement process, including use of recycled or low carbon materials as deemed appropriate during the design process. The SH 183 Project will be Atlas 14 compliant, resulting in improved reliability, resiliency, and stormwater management.

Figure 10: Water Crossings



Equity, Multimodal Options, and QoL

The SH 183 Managed Lane Project will improve traffic operations in both the added managed lane and the existing general purpose lanes. The project will therefore improve mobility for all users of the roadway, even those who do not pay the toll to travel on the managed lane.

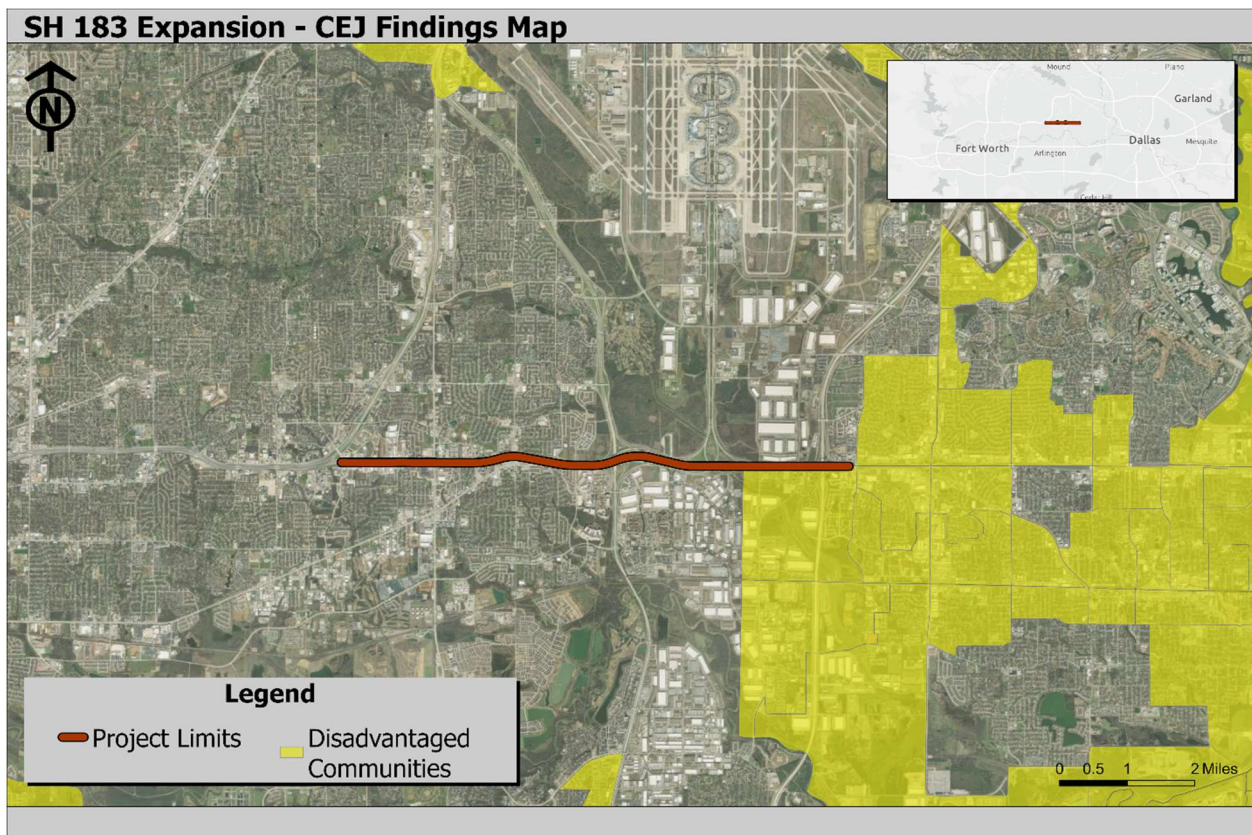
The SH 183 Expansion Project will deliver the benefits of improved mobility and connectivity through the addition of managed lanes to SH 183 to at least three disadvantaged communities as identified by the CEJ tool. The three disadvantaged communities, which are located directly adjacent to the project corridor near the eastern terminus, are the following:

- Census Tract 48113014403 – Identified as disadvantaged due to high potential for workforce development in the community. More specifically the community was identified for being above the 90th percentile for linguistic isolation and for having greater than 10% of the people over 25 years old with less than a high school diploma.
- Census Tract 48113014407 – Identified as disadvantaged due to high potential for workforce development and for lack of affordable housing options. The community was identified for being above the 90th percentile for linguistic isolation and for having greater than 10% of the people over 25 years old with less than a high school diploma resulting in a need for improvement in workforce development. The community was also identified for being above the 90th percentile for housing costs and being above the 65th percentile for low-income households resulting in a need for more affordable housing.
- Census Tract 48113014115 – Identified as disadvantaged due to high potential for workforce development in the community. More specifically the community was identified for

being above the 90th percentile for linguistic isolation and for having greater than 10% of the people over 25 years old with less than a high school diploma.

There are even more disadvantaged communities that will benefit from the SH 183 Expansion project further east towards the City of Irving, Texas. Most of these disadvantaged communities were also identified in the CEJ Tool due to the high potential for workforce development due to linguistic isolation. The improvement of mobility and connectivity through the project can bring new job opportunities to the region, reduce travel time to current jobs, and increase mobility to jobs further away. These factors can aid in reducing the linguistic isolation of households and increase household incomes in the long term. Figure 11 displays disadvantaged communities identified in the CEJ tool.

Figure 11: CEJ Findings



Though fixed route transit does not currently use this corridor, paratransit services would benefit from increased reliability and free access to the additional managed lane per the NCTCOG Tolerated Managed Lane Policy.³ Additionally, the discounted rates for carpools and transit could encourage transit agencies to plan future service to take advantage of the added capacity and improved operations on SH 183.

³ https://www.nctcog.org/getmedia/58576595-1e28-451c-b4bb-09486d37a207/5-Revised-RTC-TollManagedLanePolicy_03-10-2016.pdf

Innovation Areas: Technology, Project Delivery, Financing

The SH 183 Project is exemplary in its use of innovative project delivery and financing methods and prepares the corridor for future transportation vehicle technology.

Technology

The SH 183 Project includes dynamic toll pricing to manage demand and ensure reliability for all roadway users. The reconstruction of the project and improved operational design will create an environment more ready to accommodate autonomous vehicles dependent on clear markings and a general state of good repair.

Project Delivery: Design-Build Agreement

The design-build process is expected to deliver the SH 183 Project approximately two years faster than traditional delivery methods. The time savings arise from:

- Designer-contractor integration,
- Overlapping design and construction, and
- Opportunities for innovation in
 - Traffic handling and construction sequencing,
 - Utility relocation avoidance/minimization, and
 - Innovative design and materials.

This delivery method is also expected to result in above-average utilization of disadvantaged business enterprises (DBEs) compared to similar projects: TxDOT expects a requirement of 10.5% DBE participation for construction and 18.5% for professional services.

Financing

TxDOT is requesting \$355 million in MPDG funding to complement an innovative funding approach that leverages state funding and toll revenue. The MPDG grant represents approximately 37% of total project costs. TxDOT will apply for a TIFIA loan, estimated to be in the amount of \$341 million, which will be repaid from toll revenue estimated to be generated by the additional managed lanes. Together, the two sources of federal funding (TIFIA, supported by toll revenues, and MPDG funds) will account for approximately 73% of the total funding sources for the project.

The SH 183 Expansion project includes use of dynamic toll pricing to manage travel demand and provide consistent travel times for the personal vehicles, emergency vehicles and paratransit using the managed lanes.

TxDOT does not request consideration of internal costs (incurred prior to project selection and projected to be incurred during construction) for the MPDG grant.

Project Readiness

Technical Feasibility

The SH 183 Project will be constructed primarily within the existing highway footprint, and TxDOT has already successfully delivered the larger, more complex interim project at the same location. The SH 183 Project requires minimal acquisition of right-of-way impacting three parcels. Narrow strips of right-of-way along the corridor are required from two industrial parcels and one parcel under development. No displacements will occur.

Project Schedule

TxDOT is currently conducting environmental analysis and coordination. All preliminary activities will be completed by Spring 2025, and MPDG funding will be obligated in Summer 2025. TxDOT has also completed informational sessions and coordination with industry partners to ensure project bids meet the expectations and requirements of the project. The contractor selection process will conclude by Fall 2025. Construction will begin in early 2026 and will be completed in December 2030. The design-build process is expected to open the facility two years earlier than traditional delivery methods.

Figure 12: Project Schedule

	Spring 2024	Summer 2024	Fall 2024	Winter 2024	Spring 2025	Summer 2025	Fall 2025	Winter 2025	Spring 2026	...	Winter 2030
Environmental and Agency Coordination	USACE		EA								
Geotech, Subsurface Utilities, and Survey	Geotech & Survey				SUE						
Procurement	Coord.	RFQ			Final RFP	NTP October 2025					
Right of Way Acquisition	Coordination						Acquisition Spring 2026				
Construction								February 2026			Dec. 2030

Required Approvals

The corridor-level Environmental Assessment (EA) for the project was completed during development of the interim Midtown Express project. The EA re-evaluation for the ultimate project is underway and will be completed in Fall 2024.

Federal coordination activities will be conducted during Summer 2024. The SH 183 Project hydraulic report is currently under review. U.S. Army Corps of Engineers coordination will be conducted this summer according to the outcome of the report review. Additionally, coordination with the Federal Aviation Administration is not required; however, TxDOT will conduct informal coordination with the agency to ensure the SH 183 Project elements align with the multimodal transportation infrastructure at DFWIA.

Risks and Mitigations

TxDOT has conducted an evaluation of risks associated with the SH 183 Project. Identified risks and mitigations are listed in Table 3.

Table 3: SH 183 Project Risks and Mitigations

Risk	Mitigation
Project Funding	<p>TxDOT has a consistent track record of honoring funding commitments and utilizing innovative funding strategies to meet transportation needs. If additional funds are needed, state motor vehicle fuel tax and registration fees will fund overruns. A 10% construction contingency is included in the cost estimate.</p>
Right-of-Way Acquisition	<p>The project requires ROW acquisition from three properties. One parcel is currently being developed, and TxDOT is coordinating to ensure no impacts to either the SH 183 Project or the emerging development. The other two acquisitions involve a narrow strip of ROW parallel to the existing highway on industrial properties. No conflicts or displacements are anticipated.</p>
Environmental Coordination	<p>The re-evaluation EA will be complete in Fall 2024, providing ample time to finalize environmental approval. The project is predominantly located within existing highway ROW, and significant impacts are not anticipated.</p>
Project Schedule	<p>TxDOT systematically evaluates projects to determine whether a traditional, design-build, or design-bid-build delivery method will result in a successful and cost-effective project. The selected design-build method is expected to save almost two years compared to traditional delivery, minimizing schedule risk.</p>

Project Requirements

The SH 183 Project meets all statutory requirements for a Mega award under the FY25-26 MPDG program.

The project is likely to generate national or regional economic, mobility, safety benefits.

The project benefits are described in detail in the Outcome Criteria section. The following summary highlights the findings presented.

Economic Benefits

- The project will improve regional access to jobs by reducing congestion and providing reliable intraregional transportation. There are over 9,000 establishments within one mile of the project.
- Mobility and reliability for the trucking industry will be improved through addition of a managed lane with dynamic tolling, providing consistent travel times in the managed lane and increasing capacity on the entire facility.
- The project will have a national economic impact by facilitating access to a major airport, especially for the advanced manufacturing industries in DFW.

Mobility Benefits

- The project is located in the center of one of the nation's largest metropolitan areas. It improves regional mobility between the region's largest cities of Dallas and Fort Worth and for the communities between them.
- Improvements at cross streets will also encourage increased bicycle and pedestrian use by providing a more comfortable environment.
- Paratransit using the corridor will benefit from toll-free use of the managed lane.

Safety Benefits

- The safety improvements from the SH 183 project will reduce total crashes by 91 per year (18%) and fatal crashes by nearly 1 per year (16%).
- First responders currently report difficulty responding to incidents in the barrier-separated managed lane. The project will increase safety and reduce secondary crashes during incident response through improved design within the managed lane and merging and ramp improvements.

The project will be cost effective.

The SH 183 Expansion will produce significant mobility, safety, and environmental benefits by adding capacity and operational improvements to a congested corridor located in the center of the Dallas-Fort Worth metroplex. Not only does the build scenario improve the efficiency of the corridor; the project avoids introduction of 3-lane to 1-lane transition following improvements underway by a private toll concessionaire on the adjacent segment. These outcomes result in discounted benefits of \$2.66 billion and a benefit-cost ratio of 2.93.

With respect to non-federal financial commitments, 1 or more stable and dependable sources are available to construct, operate, and maintain the project, and to cover cost increases.

TxDOT is seeking a 73% federal share from MPDG and TIFIA sources. The remaining state funding will be provided from the State Highway Fund which draws revenue from motor vehicle fuels tax and registration fees. TxDOT's FY24-25 biennial budget includes over \$9 billion in the State Highway Fund alone.⁴

Any cost overruns will be funded by TxDOT from one or more of the following sources:

- State motor vehicle fuels tax;
- State vehicle registration fees.

A 10% contingency in the amount of \$84 million has been applied to the overall project construction cost to cover unanticipated cost increases.

The project is in significant need of Federal funding.

Federal funding is urgently needed to advance the SH 183 Expansion in tandem with improvements under construction by a private concessionaire which expand the adjacent segment to three lanes in each direction. The project requires coordinated construction of all elements, and the project scope cannot be reduced to allow timely construction without MPDG funds. If funds are not awarded, the project delay would result in staggered completion of expansion on the TxDOT and private segments, introducing a 3-lane to 1-lane transition within the barrier-separated managed lane after the private improvements are completed. TxDOT cannot control the timing of the privately-managed project, and the concession company is proceeding with improvement. This outcome would introduce operational and safety concerns not present today. TxDOT estimates project cost escalation prior to contract execution of 8%, and delaying the project would escalate construction costs accordingly with each year of delay incurred.

The applicant have, or will have, sufficient legal, financial, and technical capacity to carry out the project.

The specific risks associated with this project are identified in the Project Readiness section. The following summary highlights the findings presented.

- **Environmental risk is minimal** because the project is the ultimate configuration of an already-constructed project reaching substantial completion of TxDOT's vision in 2018. The SH 183 Expansion project Environmental Assessment reevaluation will be complete in Fall 2024.
- The **project financial plan is complete** and leverages reliable, traditional state funding sources as well as financing through the TIFIA program, complemented by MPDG funds. Tolling revenue will repay the TIFIA loan. TxDOT is experienced in deploying and managing each of these sources.
- TxDOT has **ample technical capacity** to deliver a project of this scale. The agency has already delivered the interim concept which added one managed lane in each direction. The interim project has been open to traffic for more than five years. Additionally, TxDOT routinely delivers a vast portfolio including large, complex projects and has adopted a \$36 billion Statewide Transportation Improvement Plan (STIP) for Fiscal Years 2023-2026.

⁴ <https://ftp.txdot.gov/pub/txdot-info/fin/funding-brochure.pdf>

- TxDOT has a proven track record of **managing discretionary funds** awarded by U.S. DOT. The state employs dedicated staff with experience in grant management and administration who work with TxDOT districts and local partners to ensure all federal requirements are met.

The application includes a plan for the collection and analysis of data to identify the impacts of the project and accuracy of forecasts included in the application.

The data plan attached to this application outlines TxDOT's approach to confirming the impacts of the project. TxDOT will monitor safety to discern quantifiable reductions in crashes, fatalities, and severe injuries post-project completion.