

# FORT WORTH DISTRICT PARTNERS



## REDUCE *our congestion*

As one of TxDOT's goals, here are just a few ways the Fort Worth District and its regional partners are working to reduce congestion:

**\$3 billion in public-private partnerships**

**\$2 billion in construction contracts from 2000-2009**

**\$1 billion in roadway maintenance from 2000-2009**

### **SH 121 Groundbreaking**

Local and state officials will break ground Feb. 19 on two mobility improvement projects in preparation for the future SH 121 interchanges at I-20 in Fort Worth and at U.S. 67 in Cleburne. The North Central Texas Council of Governments, the North Texas Tollway Authority and TxDOT will host ceremonies at 10 a.m. in Cleburne and 2 p.m. in Fort Worth. Selected for \$143 million in ARRA funding by NCTCOG's Regional Transportation Council, the projects will include ramps, frontage roads, main lanes, and other improvements. Construction will start early this year. Project maps are available online.

 [txdot.gov](http://txdot.gov) • Southwest Parkway

### **NTE Reaches Financial Close**

On Dec. 17, TxDOT and NTE Mobility Partners achieved financial close ahead of schedule for the construction and operation of segments of the North Tarrant Express, clearing the way for construction to begin late this year and be on a fast track for completion by 2015. The development process is already beginning as teams meet with corridor stakeholders to discuss final design, aesthetic treatment, traffic management, right-of-way acquisition and

utility coordination. This collaborative effort will move forward this much-needed mobility improvement project.

 [northtarrantexpress.com](http://northtarrantexpress.com)

### **SH 121 and SH 161 Financial Backstop**

NTTA, RTC and TxDOT staffs have collaborated extensively to develop a solution that could deliver both SH 121 Southwest Parkway/Chisholm Trail and SH 161. Through value engineering and studying various financing mechanisms, staffs recommended a concept that "financially wraps" the two toll roads with financial backstops by the RTC and Fund 6. It would provide NTTA a higher credit rating in the bond market allowing \$400 million additional funds for the projects. The Texas Transportation Commission on Jan. 28 initially approved of the plan with staffs directed to refine the details to minimize the risk to Fund 6 over the next 40 years. The commission could take action at their Feb. 25 meeting. If approved, NTTA will vote on Feb. 26 on how it will move forward.



# PARTNERS *in construction*

## PROJECTED PROJECTS

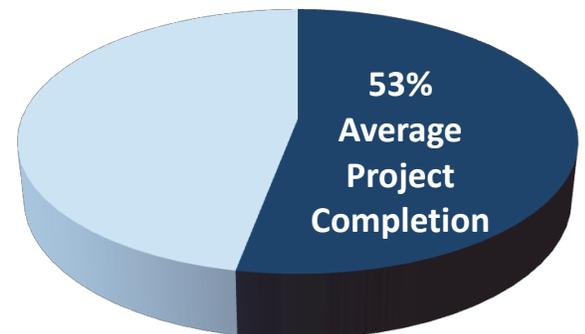
	Hwy	Limits	Type of Work	Estimate (millions)
<b>FEB</b>	Burleson Pedestrian Trail	Old Town Burleson Johnson County	Hike and bike trail	\$1.4
<b>MARCH</b>	Dublin Pedestrian Parkway	Erath County	Walkway and sidewalks	\$1.1
	Downtown Weatherford Trail	Parker County	Hike and bike trail	\$4.4
	FM 1187	Newt Patterson Rd to Business 287 Mansfield	Widen from 2 to 4 lanes	\$11.1
	FM 1709	US 377 to SH 114	Intersection improvements	\$4
	US 67	Business 67 to east of FM 4 Johnson County	Widen from 2 to 4 lanes	\$18.4
	US 287	Walnut Creek Dr to Broad St Mansfield	Construct frontage roads	\$13
	Business 287	Bailey-Boswell Rd to Bonds Ranch Rd	Median barrier	\$1
	9th St	Jones St to Houston St Fort Worth	Construct pedestrian and streetscape	\$1.5
	FM 1189	At Brock High School Parker County	Add right and left turn lanes	\$0.2



### \$311 M PROPOSED LETTING



### FY 2010 CONSTRUCTION



TOTAL CONTRACTS \$626 M

Construction will soon be under way on the \$1 billion DFW Connector with a formal ceremony on Feb. 17. TxDOT and NorthGate Constructors will host the event and both will develop, design and reconstruct 8.4 miles of the SH 114/121 corridor.

The NorthGate Constructors design/build team is led by Fort Worth-based Kiewit Texas Construction, L.P., and San Antonio-based Zachry Construction Corporation.

While the DFW Connector is a CDA project, it is being built without private funds. TxDOT and the region have identified \$667 million in public funds for the DFW Connector. The Texas Transportation Commission committed an additional \$250 million in American Recovery and Reinvestment Act (ARRA) funds to the project. Another \$107 million in Proposition 14 bonds was committed by the Commission for right-of-way acquisition and utility relocation.

At the widest point along SH 114, the highway corridor will be 24 lanes wide. Drivers on the completed project will be able to choose to drive on up to 13/14 main lanes or on four toll managed lanes on SH 114. Traffic on the toll managed lanes is ensured to move at 50 mph or better, with a one-way trip expected to cost approximately 64 cents when the project opens. Money from the toll managed lanes will be used for operation and maintenance of the highway.

When complete, the DFW Connector will be safer, cleaner and faster through improved mobility and air quality. It will be complete by 2014.

 [dfwconnector.com](http://dfwconnector.com)



Preconstruction Activities

# PARTNERS

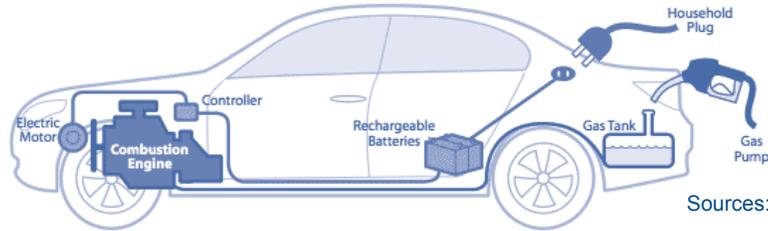
February 2010



Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell

## Electric vs. Gasoline

No Tailpipe Emissions	Greenhouse Gases/Pollution
Utility Company	OPEC
100+/- Mile Range	300+ Mile Range
Hours to Recharge	Minutes to Refuel
2 cents per mile	12 cents+ per mile

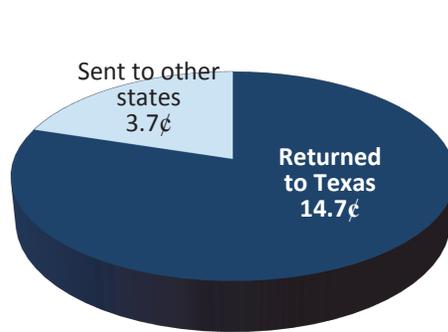


Sources: All America Auto Transport Plug In America

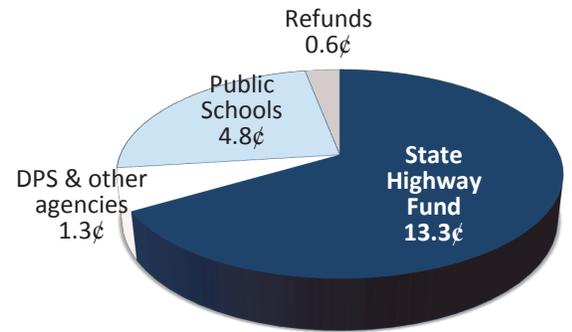
# 46

Number of electric car models expected to launch globally by 2012

It is a fact – consumers are buying more fuel-efficient and alternative-powered vehicles. As a result, gas-tax revenue from the sale of fuel is declining.



Federal Gas Tax Distribution



State Gas Tax Distribution

## Gas Taxes — where do they go?

Texas drivers pay 38.4¢ per gallon in gas taxes (18.4¢ in federal taxes and 20¢ in state taxes). Of this, TxDOT receives 28¢ per gallon as gas-tax revenue to meet the state's growing transportation needs. The gas taxes were last raised nearly 20 years ago.

## FEDERAL update

SAFETEA-LU, the federal transportation bill, expired on Sept. 30, 2009.

Congress is considering extensions to the federal highway, rail, transit, and transportation safety programs. They are also considering companion legislation to the ARRA with the Jobs for Main Street Act.

To keep up with the status of these bills, visit these sites regularly.

[transportation.org](http://transportation.org)

[transportation.nationaljournal.com](http://transportation.nationaljournal.com)

[trans2group.com](http://trans2group.com)

[innobriefs.com](http://innobriefs.com)



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