

TEXAS TRANSPORTATION COMMISSION

VARIOUS County

MINUTE ORDER

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District VARIOUS

Historically, the Texas Department of Transportation (department) has financed highway projects on a "pay as you go" basis, using motor fuel taxes and other revenue deposited in the state highway fund. However, with limited state transportation funding and an increase in population that is projected to grow from 20.9 million in 2000 to 29.6 million by 2025, this "pay as you go" method of financing is not able to keep pace with the growing transportation demand. From 1990 to 2000, vehicle miles traveled increased by forty-one percent, while only about three percent more lane miles were added to the state highway system. In addition, continued congestion in Texas metropolitan areas is costing the state billions of dollars of wasted time and fuel.

Transportation Code, Chapter 361 authorizes the department to study, design, construct, operate, expand, enlarge, or extend a turnpike project as a part of the state highway system. Developing projects as turnpikes can help bridge the gap between transportation needs and resources. Construction of turnpike projects can improve mobility and safety and address transportation problems sooner by stretching limited state financial resources to fund more projects. The development of turnpike projects allows the leveraging of limited state funds with the proceeds of turnpike revenue bonds.

The Texas Transportation Commission (commission) recognizes that innovative financing methods, including tolls, are an effective means of maximizing the use of limited available resources without compromising the quality of Texas' transportation system. To improve the current structure and give Texans a transportation system that provides reliable mobility, improved safety, system preservation, streamlined project delivery, and economic vitality, guidelines need to be established to evaluate mobility projects on the state highway system for development as toll roads.

IT IS THEREFORE ORDERED by the commission that the executive director establish and implement guidelines for evaluating mobility projects on the state highway system for development as toll roads.

IT IS FURTHER ORDERED that these guidelines include the following:

1. Controlled-access mobility projects in any phase of development or construction must be evaluated for tolling. This includes new location facilities and increased capacity projects such as adding additional main lanes or constructing new main lanes.

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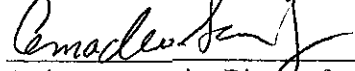
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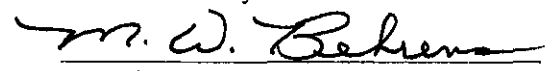
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2. The review and evaluation of projects for tolling shall be performed in accordance with applicable statutes and rules, including evaluating the conversion of a non-toll highway in accordance with toll conversion rules.
3. Revenue generated by tolling projects that is not needed for debt service, operation, or maintenance of the toll road should remain in the local area in which the project is located so other transportation facilities may be constructed.

Submitted and reviewed by:

  
Assistant Executive Director for  
Engineering Operations

Recommended by:

  
Executive Director

**109519 DEC 18 03**

Minute      Date  
Number      Passed