



TEXAS DEPARTMENT OF TRANSPORTATION



SH 183 MANAGED LANES PROJECT

May 22-24, 2013





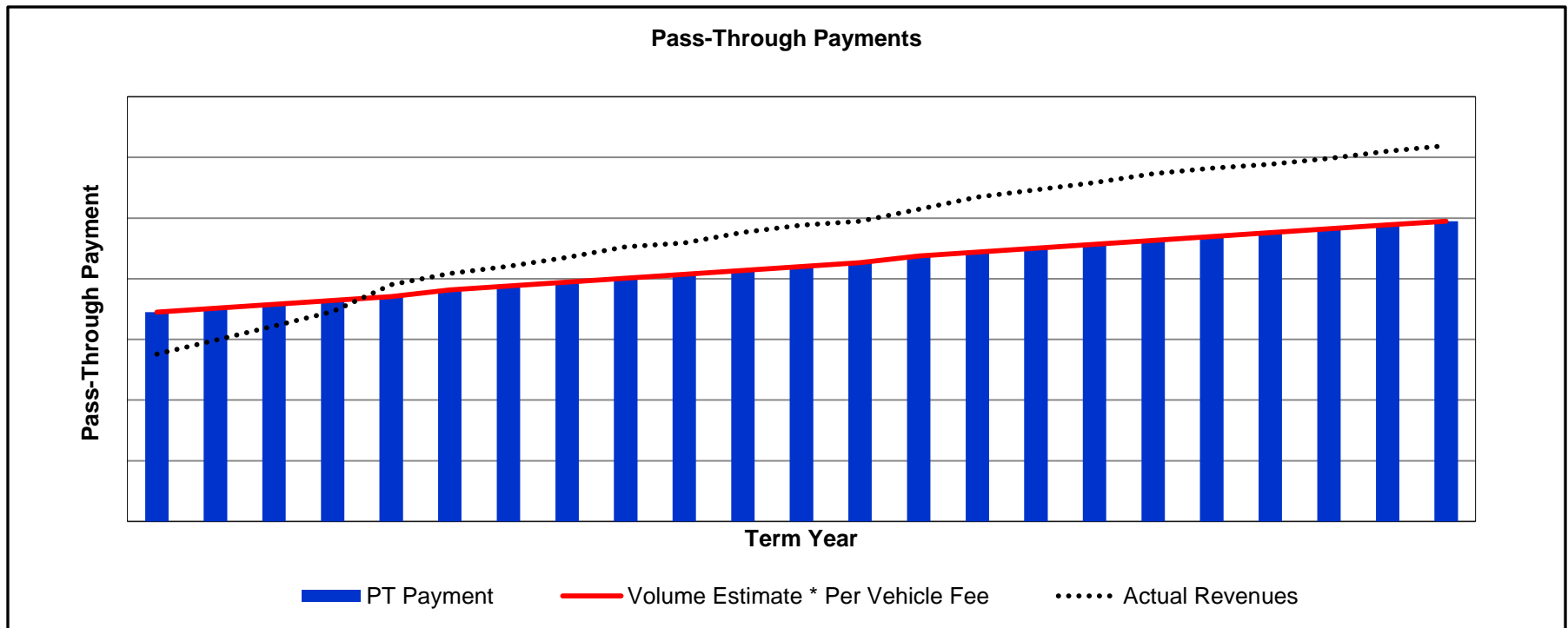
- Welcome and Introductions (5-10 minutes)
- Industry Webinar Highlights (5 minutes)
 - Pass-Through Payment Structure
- Addendum 4 Highlights (10-15 minutes)
 - Summary Points
 - Project Description
 - Updated Procurement Schedule
- New Available Data (5 minutes)
- Agenda Items from Potential Proposer (60-90 minutes)



- Developer responsibilities:
 - Design, construction, operation, maintenance and financing the project
- The project will be converted to a pass-through payment arrangement where TxDOT retains demand risk on the facilities
- Proposers will bid a per vehicle fee based on TxDOT's estimate of traffic volumes (not revenues) for the Agreement term
- Payments will be:
 - Based on the proposer's per vehicle fee times TxDOT's predefined traffic volume – not actual traffic volume
 - Fixed and not subject to minimum or maximum amounts
 - Reduced if the developer does not comply with Agreement requirements
 - Based on a profile as determined by TxDOT
- Implementation requires amendments to the Texas Administrative Code



- TxDOT will bear toll revenue risk:
 - Toll revenues are TxDOT's first source of funds for pass-through payments
 - If toll revenues are insufficient, additional TxDOT funds will be required
 - Toll revenues in excess of payments will accrue to the public sector
- Payments do not vary with actual revenues



Note: Final Revenue and Pass-Through payment profiles may differ from illustration



- TxDOT anticipates \$300 million of milestone payments will be available during construction.
- TxDOT will pursue a TIFIA loan for the project
- TxDOT's goal is to advance the TIFIA process as far as possible prior to the proposal submission date
- TxDOT is acquiring ROW along SH 183 from SH 161 to IH 35E and has additional funds already allocated for this purpose.
- Operating term is under evaluation.
- NTTA will provide back-office toll collection operations through a Tolling Services Agreement.
- TxDOT will pay for the direct costs of future phases and a mechanism will be established in the Agreement to address this eventuality.



- TxDOT has statutory authority to enter into an agreement with a public or private entity that provides for the payment of pass-through tolls to the public or private entity as reimbursement for the design, development, financing, construction, maintenance, or operation of a toll or non-toll facility on the state highway system (§ 222.104(b), Texas Transportation Code)
- Amendments to the rules implementing Section 222.104 of the Transportation Code set forth in Texas Administrative Code, Title 43, Chapter 5, subchapter E, are required in order to implement the pass-through payment approach described in this presentation
- The proposed rule amendments are anticipated to be proposed at the Commission's May 30, 2013 meeting and adopted at the Commission's July 25, 2013 meeting

Addendum #4 Summary Points

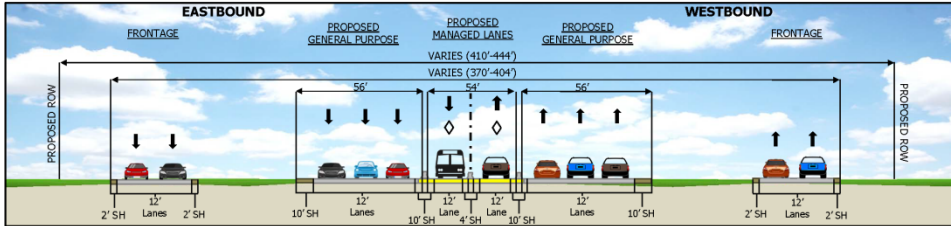


- Added Description of Pass-Through Payment Approach
- NTTA Primacy Waiver – SH 114, Loop 12, Segment 2E
- Updated Cost Estimates and Project Description
- Updated Traffic and Revenue Data
- Updated Procurement Schedule
- Changed TxDOT Contact to Dan H. Peden
- Reduced P&P Bond/Surety Requirements
- Modified Evaluation Criteria and Weighting



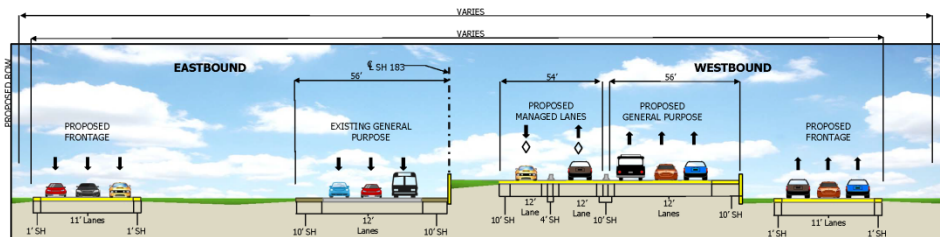
- SH 183 Managed Lanes Segment 2E (SH 121 to SH 161)

1 Managed Lane in each direction (approximately 4.5 miles)



- SH 183 Managed Lanes (SH 161 to IH 35E)

1 Managed Lane in each direction (approximately 9.5 miles)





- Industry Webinar May 13, 2013
- One-on-One Meetings May 22-24, 2013
- Pass-Through Payments May 30, 2013
 - Rule Amendments Proposed
- QS Due Date June 20, 2013
- Pass-Through Payments July 25, 2013
 - Rule Amendments Adopted
- Announce Short-list July 25, 2013
- Issue RFP August 2013
- Proposals Due December 2013
- Conditional Award February 2014



- Design

- Draft Schematics April 2013

([http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/3. Design/SH 183 Schematics/Draft%20Schematics%20April%202013/](http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/3.Design/SH%20183Schematics/Draft%20Schematics%20April%202013/))

- Estimates

- Construction

- Loop 12 (Phase 1)
- SH 114 (Phase 1)
- SH 183 (Phase 1 and Phase 2)

([http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/4. Estimates/Construction/](http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/4.Estimates/Construction/))

- O&M Lifecycle

- Dallas District Capital & Routine Maintenance Costs
- Loop 12 (52 year)
- SH 114 (52 year)
- SH 183 (52 year)

([http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/4. Estimates/O%26M_Lifecycle/](http://sh183rid.corridorprogram.com/index.php?u=&pathext=RID/RFQ/4.Estimates/O%26M_Lifecycle/))