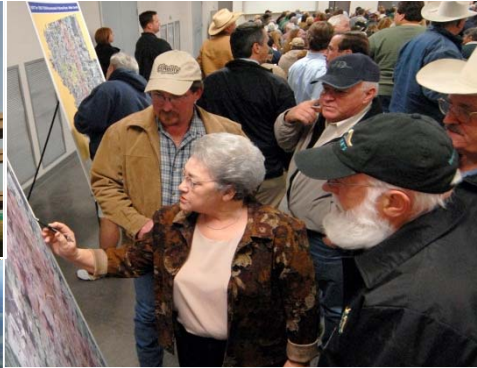




TEXAS DEPARTMENT OF TRANSPORTATION



SH 183 MANAGED LANES PROJECT

May 13, 2013





TEXAS DEPARTMENT OF TRANSPORTATION

SH 183 MANAGED LANES PROJECT

Industry Webinar

May 13, 2013



- Welcome and Introductions
- Revised Procurement Schedule (5 minutes)
- Project Description (10 minutes)
 - Project Description
 - Cost Estimate Summary
- Pass-Through Toll Arrangement (20-25 minutes)
 - Pass-Through Payment – Approach
 - Pass-Through Payment – Toll Revenue Risk
 - Pass-Through Payment – Procurement
 - Current Legislation/Rule Changes
- Moving Forward (5 minutes)

Revised Procurement Schedule



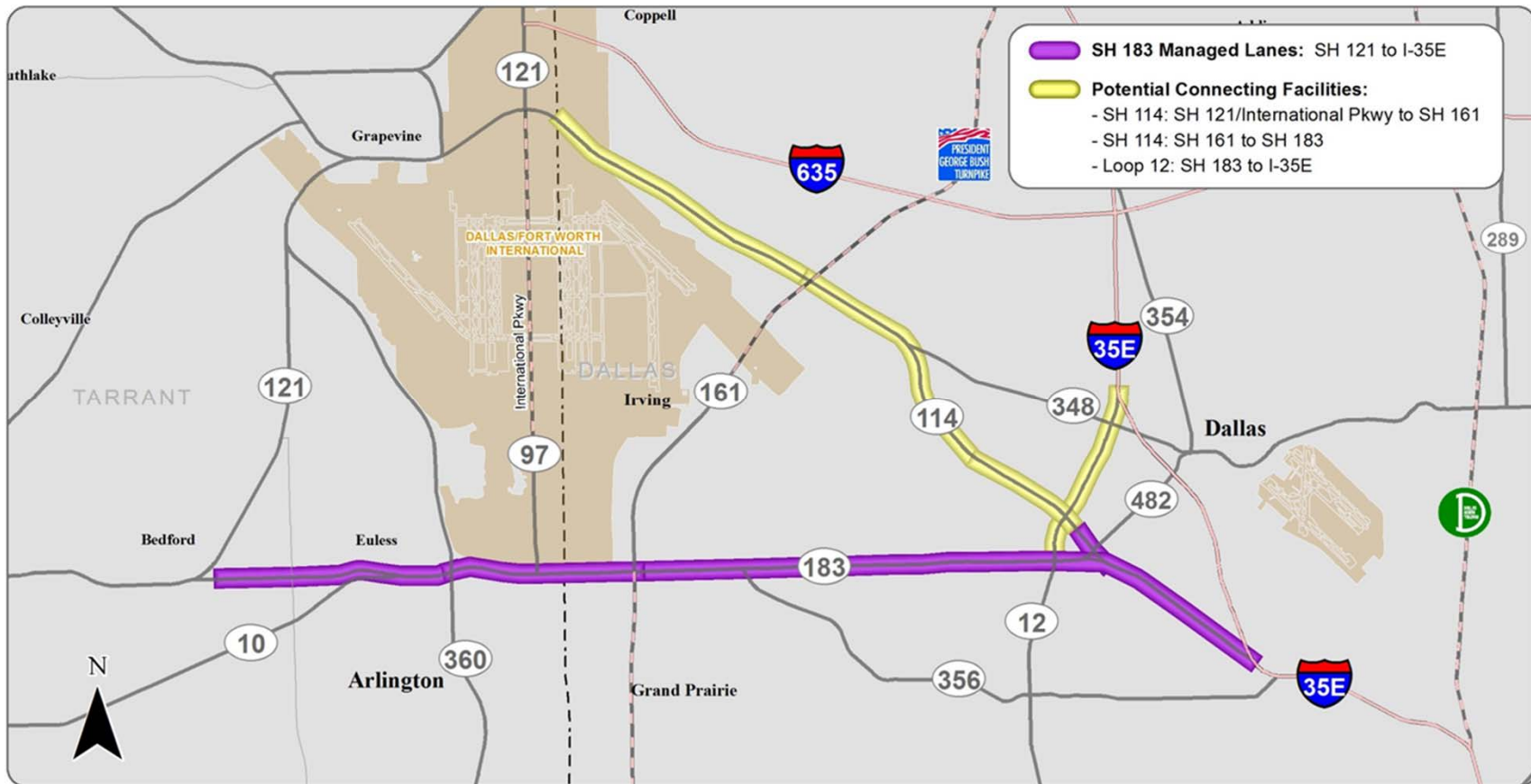
- Industry Webinar May 13, 2013
- One-on-One Meetings May 22-24, 2013 (TENTATIVE)
- Pass-Through Payments May 30, 2013
 - Rule Amendments Proposed
- QS Due Date June 20, 2013 (TENTATIVE)
- Pass-Through Payments July 25, 2013
 - Rule Amendments Adopted
- Announce Short-list July 25, 2013
- Issue RFP August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

Project Description



Project Limits: SH 183 from SH 121 to I-35E in Dallas and Tarrant Counties

Initial Project: 1+1 (one managed lane in each direction) (Phase 1)



Cost Estimate Summary: Initial Project + Future Options



Segment & Limits (Values shown in \$2013)	Length (miles)	Right-of-Way Costs	Design-Build Costs *	O&M and Lifecycle Costs**	Tolling Operations Costs
Initial Project					
SH 183 Managed Lanes Phase 1 Segment 2E (SH 121 to SH 161)	4.5	\$44 M	\$148 M	\$170 M	\$98 M
SH 183 Managed Lanes Phase 1 (SH 161 to IH 35E)	9.5	\$132 M	\$497 M	\$365 M	\$214 M
Total	14.0	\$176 M	\$645 M	\$535 M	\$312 M
Future Options					
SH 183 Managed Lanes Phase 2 Segment 2E (SH 121 to SH 161)	4.5	--	\$11 M	\$8	--
SH 183 Managed Lanes Phase 2 (SH 161 to IH 35E)	9.5	--	\$282 M	\$32	--
SH 114 (International Parkway to SH 161)	4.3	--	\$41 M	\$101 M	\$19 M
SH 114 (SH 161 to Loop 12)	4.5	--	\$168 M	\$164 M	\$63 M
Loop 12 (SH 183 to IH 35E)	2.5	\$1 M	\$73 M	\$94 M	\$17 M

* Construction cost Includes utilities and other developer costs

** O&M and Lifecycle costs are based on 47.5 years post construction

Costs shown are based on conceptual design and intended for planning purposes only. Right of Way costs are not intended to represent actual or projected Right-of-Way acquisition costs for the project. A detailed, or per parcel analysis was not performed. These costs are not final and are subject to change.

Cost Estimate Summary: Initial Project: SH 183 Managed Lanes Segment 2E (SH 121 to SH 161)



(Values shown in \$2013)	Phase 1	Phase 2**
Length	4.5 miles	
ROW Costs	\$44 M	-
Design Build Costs *	\$148 M	\$11 M
O&M / Lifecycle Cost	\$170 M	\$8 M
Tolling Operation Costs	\$98 M	-

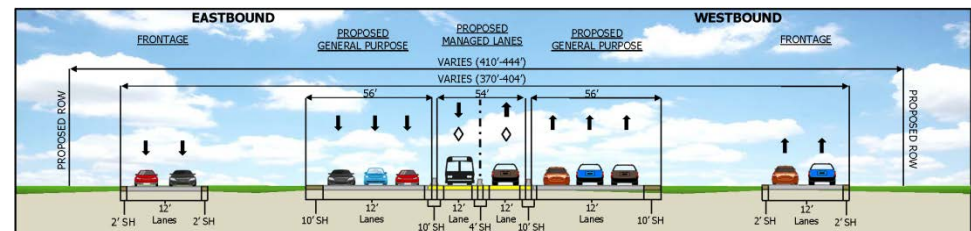
*Includes Utilities and other Developer Costs

**TxDOT will pay for direct costs of future phases.

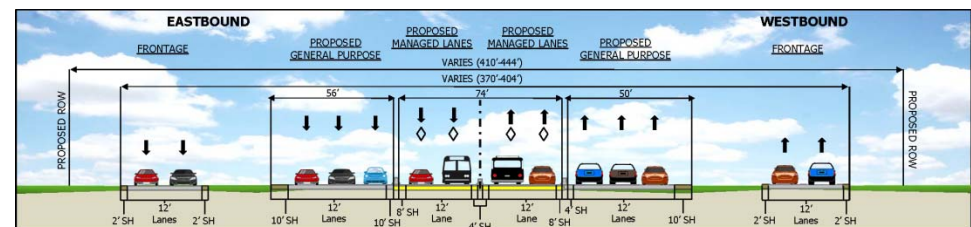
Segment Detail (Phase 1)	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	3	0
Managed Lanes	0	1	9
Frontage Road Lanes	2	2	0
		Total	9



Phase 1 – 1 Managed Lane in each direction (approximately 4.5 miles)



Phase 2** – 2 Managed Lanes in each direction
(ONLY between Reliance Pkwy. and Bear Creek Blvd. – approx. 2 miles)



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Cost Estimate Summary: Initial Project: SH 183 Managed Lanes (SH 161 to IH 35E)

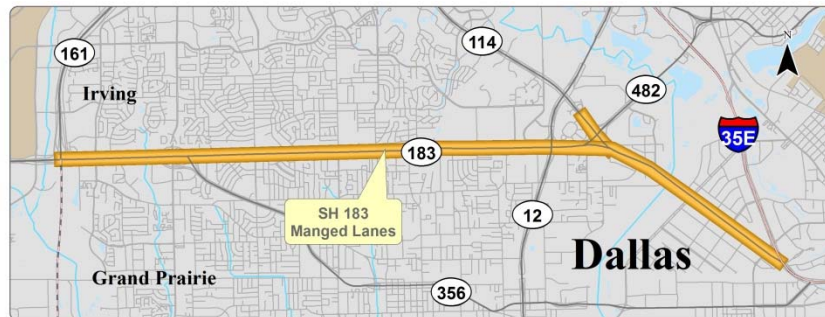


(values shown in \$2013)	Phase 1	Phase 2**
Length	9.5 miles	
ROW Costs	\$132 M	-
Design Build Costs *	\$497 M	\$282 M
O&M / Lifecycle Cost	\$365 M	\$31 M
Tolling Operation Costs	\$214 M	-

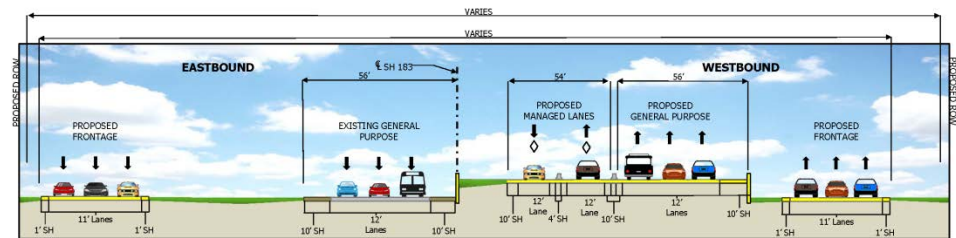
*Includes Utilities and other Developer Costs

**TxDOT will pay for direct costs of future phases.

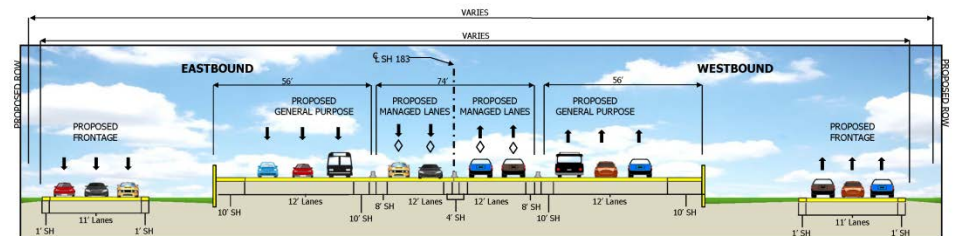
Segment Detail (Phase 1)	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	3	0
Managed Lanes	0	1	19
Frontage Road Lanes	2	3	19
		Total	38



Phase 1 – 1 Managed Lane in each direction (approximately 9.5 miles)



Phase 2** – 2 Managed Lanes in each direction (approximately 9.5 miles)



Costs shown are based on conceptual design and intended for planning purposes only. Right of Way costs are not intended to represent actual or projected Right-of-Way acquisition costs for the project. A detailed, or per parcel analysis was not performed. These costs are not final and are subject to change

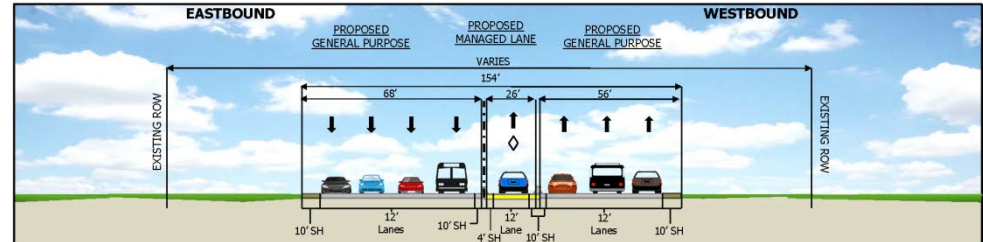
Cost Estimate Summary: Future Options: SH 114 and Loop 12



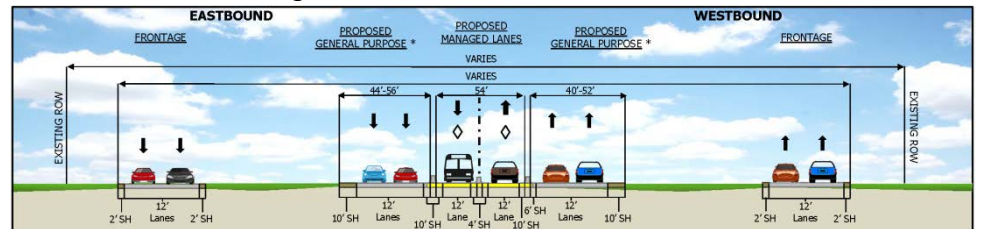
SH 114 Project Map



SH 114 (International Pkwy to SH 161)
Phase 1 – 1 Managed Lane in westbound direction



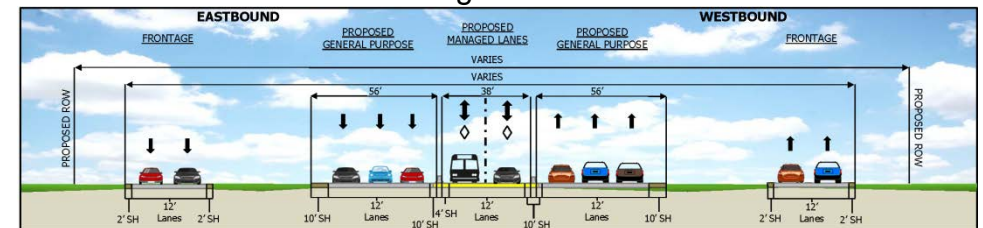
SH 114 (SH 161 to SH 183)
Phase 1 – 1 Managed Lane in each direction



Loop 12 Project Map



Loop 12 (SH 183 to I-35E)
Phase 1 – 2 Reversible Managed Lanes



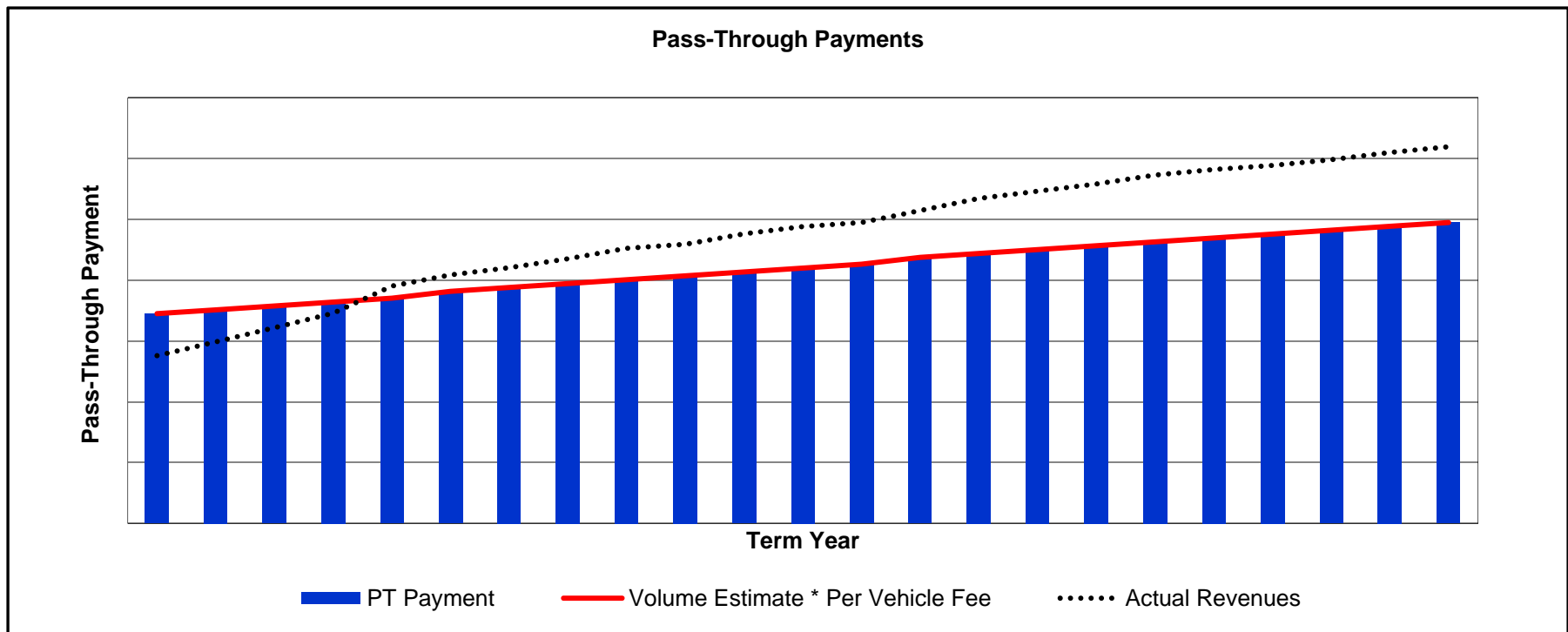


- Developer responsibilities:
 - Design, construction, operation, maintenance and financing the project
- The project will be converted to a pass-through payment arrangement where TxDOT retains demand risk on the facilities
- Proposers will bid a per vehicle fee based on TxDOT's estimate of traffic volumes (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

Pass-Through Payment – Toll Revenue Risk



- 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



- TxDOT anticipates receiving additional feedback by affording an opportunity for one on one meetings tentatively scheduled for May 22 – May 24, 2013.
- Additional information will be placed on the project website in the coming days.
- TxDOT looks forward to working with industry to bringing SH 183 Managed Lanes Project to completion.