

SH 183 Managed Lanes Project SB 1420 Committee

June 21, 2012
City of Irving

Agenda

- ❑ 1. Welcome
- ❑ 2. Introductions
- ❑ 3. Meeting Protocol and Purpose of Committee
- ❑ 4. Presentation by the Texas Department of Transportation on the requirements of Section 228.013, Transportation Code, added by Senate Bill 1420, 82nd Legislature, Regular Session, 2011, and Title 43, Texas Administrative Code, Sections 27.90-27.92
- ❑ 5. Election of committee chair and vice-chair - **ACTION ITEM**
- ❑ 6. Discussion and possible action on the issuance of the Report of Determinations made by the Committee to the Executive Director of TxDOT and Project Limits regarding the SH 183 Managed Lanes Project in Dallas County - **ACTION ITEM**
- ❑ 7. Adjourn - **ACTION ITEM**

1. Welcome

Welcome to the SH 183 Managed Lanes
Project meeting of the SB 1420
Committee

Thank you City of Irving

2. Committee Introductions

- ❑ Michael Morris – NCTCOG
- ❑ Elizabeth Mow – NTTA
- ❑ Moosa Saghian – TxDOT
- ❑ Alberta Blair – Dallas County
- ❑ Richard Stopfer – City of Irving
- ❑ Rick Galceran – City of Dallas

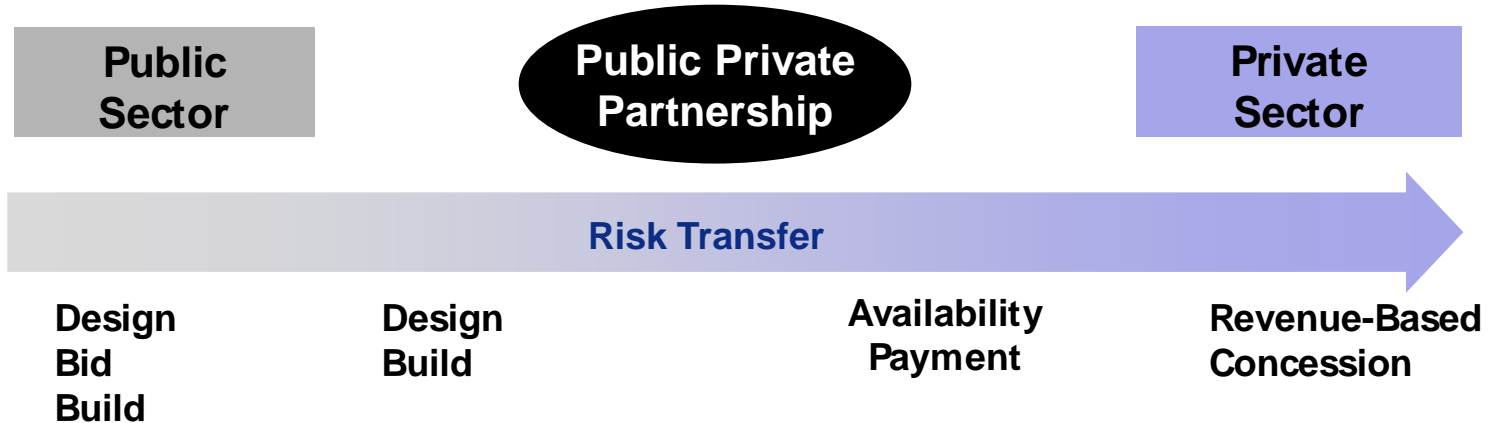
3. Protocol and Purpose of Committee

- Protocol

- Purpose

- For a project in which a private entity has a financial interest in the project's performance the Committee will determine:
 - 1) the distribution of the project's financial risk,
 - 2) the method of financing for the project, and
 - 3) the tolling structure and methodology
- Prepare Final Report to Executive Director of TxDOT

4. Presentation - Project Delivery



Design Bid Build

- Typical TxDOT delivery method. TxDOT assumes all risks except construction and schedule risk.

Design Build

- Design, Construction and Schedule risk is transferred to the private sector.

Availability Payment

- Private sector designs, builds, finances, operates and maintains the project and receives a payment from the public sector based on their performance on the project. Public sector retains demand risk.

Revenue-Based Concession

- Private sector designs, builds, finances, operates and maintains the project and collects the revenue from users of the project and assumes the demand risk

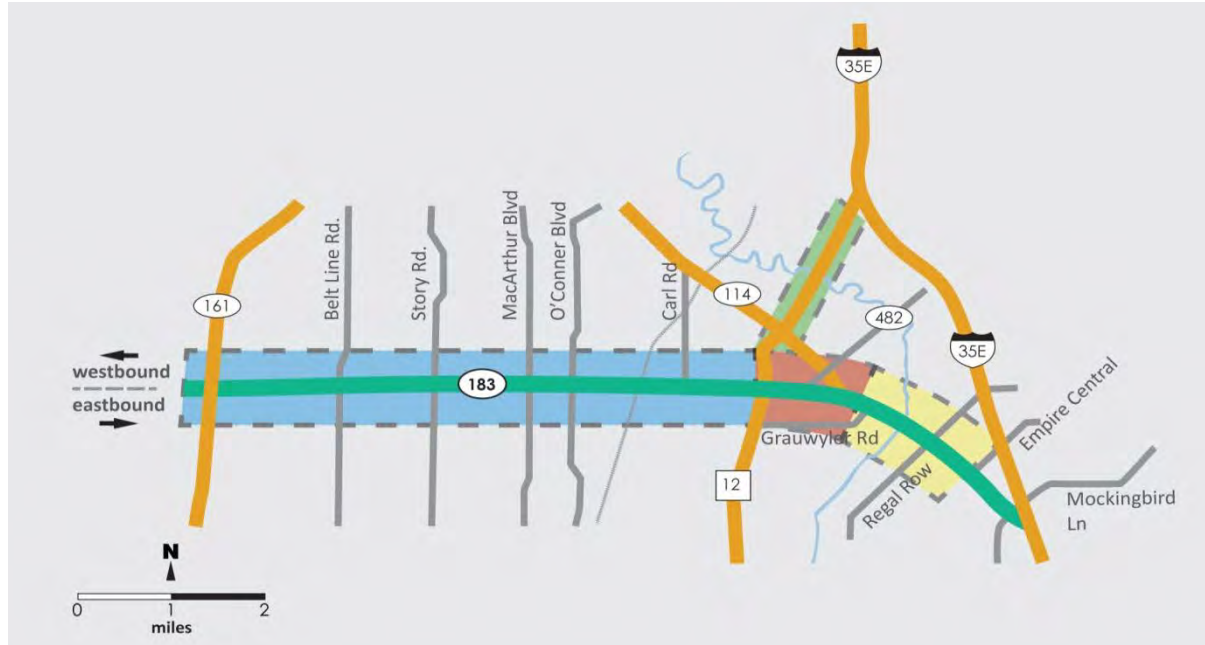
4. Presentation - Project Delivery

Allocation of Risk based on Project Delivery Models

	Design	Construction	Operations/ maintenance	Financing	Revenue
Design bid build	○	●	○	○	○
Design build	●	●	○	○	○
Design build finance operate/maintain (availability payment)	●	●	●	●	○
Design build finance operate/maintain (concession)	●	●	●	●	●

○ Risk retained by Public Sector ● Risk transferred to Private Sector

4. Presentation - Project Map



Description	Length (Miles)	Cost (\$M) Design and Construction	Cost (\$M) ROW/Utility	Total Cost (\$M)
W. of SH 161 to W. of Diamond (LP 12)	6.7	\$ 611	\$ 274	\$ 885
Loop 12-IH 35E (North) Connector (includes Diamond Phase 1)	2.8	\$ 227	\$ 27	\$ 3
W. of Diamond (LP 12) to W. of Grauwyle	1.7	\$ 451	\$ 57	\$ 759
W. of Grauwyle to Empire Central	1.4	\$ 324	\$ 19	\$ 343
Empire Central to IH 35E (Connection to Trinity)	1.1	\$ 209	\$ 13	\$ 222
TOTALS	13.7	\$ 1,822	\$ 390	\$ 2,212

Note: Costs are conceptual for planning purposes only. Costs are not final and are subject to change. Costs shown are in 2011\$ and Design-Build costs include all engineering services.

4. Presentation - Project Update

PRIMACY

- NTTA waived primacy on March 1, 2012 (*Handout 4.1*)

ENVIRONMENTAL

- FONSI for original project (3 reversible managed lanes) - February 2004
- NEPA re-evaluation for 2+2 managed lanes complete
 - FHWA re-evaluation approval received April 9, 2012

RIGHT OF WAY (ROW)

- 241 parcels of ROW purchased to date
- 110 parcels of ROW remaining

CONSTRUCTION

- Eastbound Frontage Road & Sound Walls under construction from West of Story Rd to West of MacArthur (1.5 miles)
- Diamond Interchange/Loop 12/SH 114 Phase 1

FUNDING

- \$206 M anticipated to be available for project per RTC action

4. Presentation - Funding Summary

Ultimate Configuration Costs	\$2,212 M
Less Expended Costs	\$442 M *
Remaining Costs	\$1,780 M
<u>Less New Funds</u>	<u>\$206 M *</u>
Ultimate Configuration Shortfall	\$1.6 B

**** Total Corridor Public Funds \$648 M***

- Ultimate Configuration is cost prohibitive
- Proposed Action – ***Phased Project Development***

NOTE: Expended Costs include ROW purchased to date, Diamond Phase 1, early FR and Sound Wall Projects

4. Presentation - Project Goals

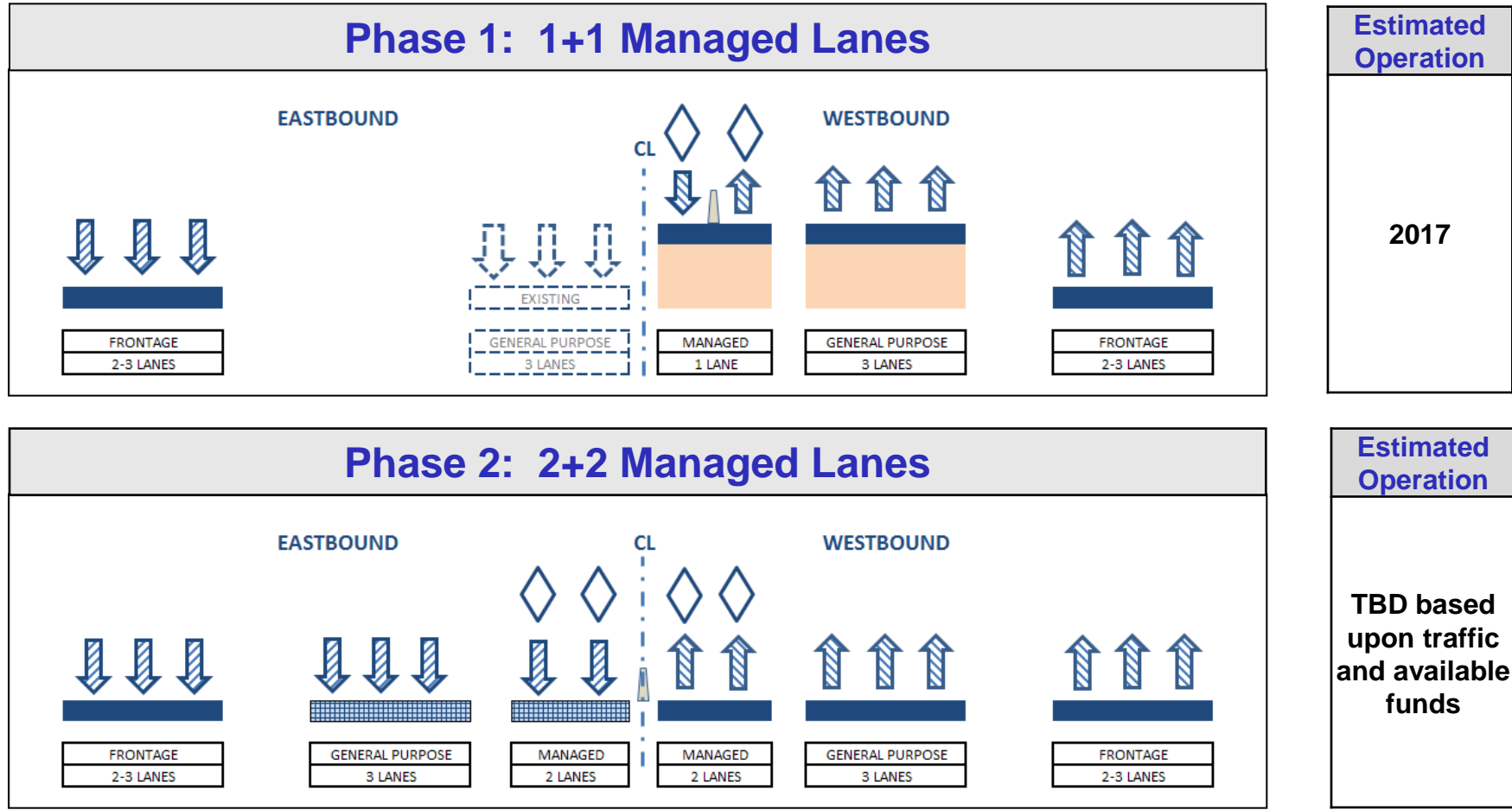
Phased Project Development would:

- Complete early Sound Walls and Frontage Road project (under construction)
- Continue Right of Way Acquisitions
- Increase capacity of corridor and relieve congestion with Managed Lanes
- Incentivize Economic Development by completing Frontage Roads
- Provide Managed Lane continuity across the Diamond
- Improve access to Managed Lanes for local traffic
- Compatible with delivery of adjoining projects (NTE, Diamond, Trinity Pkwy.)
- Compatible with Ultimate Configuration
- Expedite project delivery

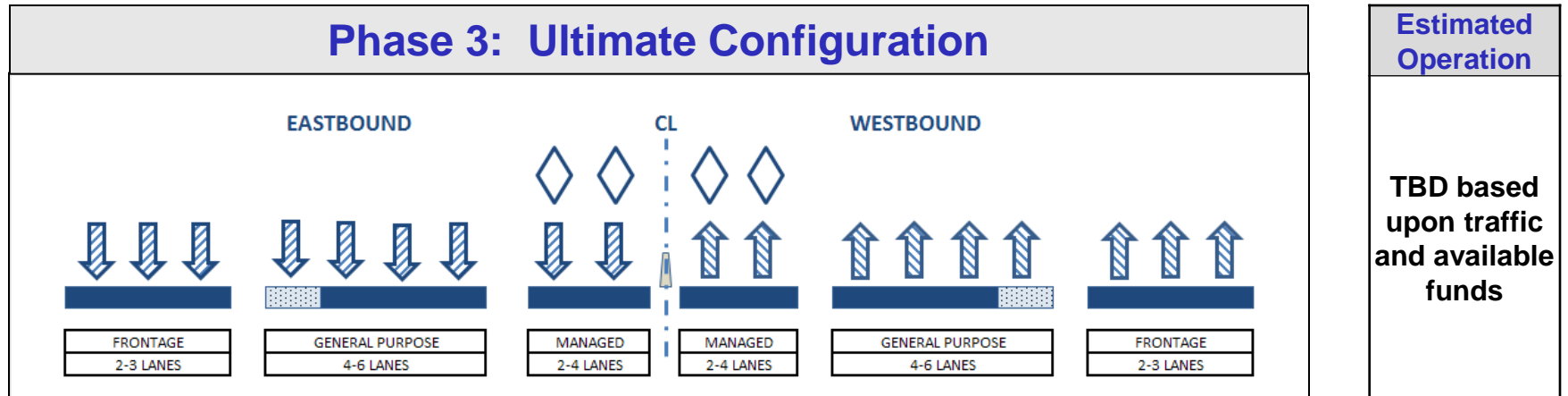
4. Presentation - Project Development

Phase	Managed Lane Configuration	Details	Estimated Operation
1	1 Managed Lane each direction	<ul style="list-style-type: none"> • Complete frontage roads • Defer grade separated accesses between ML and FR • Seven at grade (slip ramp) access points • No increase in General Purpose Lane (GPL) capacity • Reconstruct all WB GPL roadway and 1 mile of EB GPL • Frontage road crossing of Elm Fork is on GPL structures • Emphasize efficiencies between phases 1/ 2 and 3 (ultimate) • Connections to Loop 12 with additional lane to IH 35E 	2017
2	2 Managed Lanes each direction	<ul style="list-style-type: none"> • Full reconstruction of remaining EB GPL roadway 	TBD based upon traffic and available funds
3 (Ultimate)	2 Managed Lanes each direction; 1 Additional GP Lane each direction	<ul style="list-style-type: none"> • Ultimate configuration 	TBD based upon traffic and available funds

4. Presentation - Project Development



4. Presentation - Project Development



Note - Section East of SH 114 includes 3 Managed Lanes in each direction per MTP

4. Presentation - Project Costs

PHASE 1					
Description	Length	Cost (\$M)	Cost (\$M)	Cost (\$M)	Total
	(Miles)	D-B	ROW	Utility	Cost (\$M)
W. of SH 161 to W. of Diamond (LP 12)	5.6	\$ 240	\$ 76	\$ 44	\$ 360
Loop 12-IH 35E (North) Connector	2.8	\$ 3	\$ -	\$ -	\$ 3
W. of Diamond (LP 12) to W. of Grauwlyer	1.7	\$ 97	\$ 26	\$ -	\$ 123
W. of Grauwlyer to Empire Central	1.4	\$ 85	\$ 17	\$ 2	\$ 104
Empire Central to IH 35 E	0.6	\$ 8	\$ 13	\$ -	\$ 21
	12.2	\$ 432	\$ 132	\$ 46	\$ 611

PHASE 2					
Description	Length	Cost (\$M)	Cost (\$M)	Cost (\$M)	Total
	(Miles)	D-B	ROW	Utility	Cost (\$M)
W. of SH 161 to W. of Diamond (LP 12)	5.6	\$ 122	\$ -	\$ -	\$ 122
Loop 12-IH 35E (North) Connector	2.8	\$ -	\$ -	\$ -	\$ -
W. of Diamond (LP 12) to W. of Grauwlyer	1.7	\$ 20	\$ -	\$ -	\$ 20
W. of Grauwlyer to Empire Central	1.4	\$ 80	\$ -	\$ -	\$ 80
Empire Central to IH 35 E	0.9	\$ 4	\$ -	\$ -	\$ 4
	12.4	\$ 226	\$ -	\$ -	\$ 226

PHASE 3 (Remaining work for Ultimate Configuration - includes Diamond Phase 2)					
Description	Length	Cost (\$M)	Cost (\$M)	Cost (\$M)	Total
	(Miles)	D-B	ROW	Utility	Cost (\$M)
W. of SH 161 to W. of Diamond (LP 12)	6.7	\$ 250	\$ -	\$ -	\$ 250
Loop 12-IH 35E (North) Connector	2.8	\$ -	\$ -	\$ -	\$ -
W. of Diamond (LP 12) to W. of Grauwlyer	1.7	\$ 334	\$ -	\$ -	\$ 334
W. of Grauwlyer to Empire Central	1.4	\$ 160	\$ -	\$ -	\$ 160
Empire Central to IH 35 E	1.1	\$ 198	\$ -	\$ -	\$ 198
	13.7	\$ 942	\$ -	\$ -	\$ 942

Note: Costs are conceptual for planning purposes only. Costs are not final and are subject to change. Costs shown do not include expended funds.

4. Presentation - Project Comparisons

Configuration	Delivery Method	Total construction costs ² (\$2011)	Total upfront public funds required ³ (nominal \$)	Funding Shortfall
<u>Ultimate</u> (Phase 1, 2 & 3) Delivered by 2019	Leveraged DB	\$1.78 B	<i>n/a</i>	
	Concession		\$1.79 B	\$1.6 B
<u>Combined</u> (Phases 1 & 2) Delivered by 2018	Leveraged DB	\$837M	\$830 M	\$624 M
	Concession		\$580 M	\$374 M
<u>Phased</u> Phase 1 in 2017 Phase 2 initially deferred	Leveraged DB ¹	\$611 M (Phase 1) \$226 M (Phase 2)	\$620 M	\$414 M
	Concession		\$385 M	\$179 M

1. Leveraged DB approach includes leveraging of toll revenues
2. Construction costs include additional ROW and TxDOT development costs
3. Subsidy costs include additional ROW and TxDOT development costs
4. Phase 1 and 2 include reduced ROW expenditures

4. Presentation - Project Schedule

Event	Months
Issue Request for Qualifications	July 2012 ^(a)
Receive Qualifications/Shortlist	September 2012
Issue Draft RFP for Industry Review	October 2012
Issue Final RFP	December 2012
Proposal Due Date	March 2013
Proposal Evaluation	March – April 2013
Conditional Award	April 2013
Legal Sufficiency, LBB approval, Public Disclosure	April – June 2013
Contract Execution/Final Award	June 2013 ^(b) (Commercial Close)

Notes

(a) Issue RFQ after SB 1420 Committee determination

(b) Authority to enter contract expires on August 31, 2015 per SB 1420

4. Presentation - SB 1420 Committee

- ❑ This portion of the presentation will focus on the requirements of Section 228.013, Transportation Code, added by Senate Bill 1420, 82nd Legislature, Regular Session, 2011, and Title 43, Texas Administrative Code, Sections 27.90-27.92
- ❑ Also, the rules are available for viewing at the following website:
[http://info.sos.state.tx.us/pls/pub/readtac\\$ext.ViewTAC?tac_view=5&ti=43&pt=1&ch=27&sch=H&rl=Y](http://info.sos.state.tx.us/pls/pub/readtac$ext.ViewTAC?tac_view=5&ti=43&pt=1&ch=27&sch=H&rl=Y)

(Handout 4.2)

4. Presentation - SB 1420 Committee

❑ Applicability of this Committee

- For a TxDOT toll project in which a private entity has a financial interest in the project's performance (i.e., under a concession agreement or an availability payment)
- Regional funding and/or county or municipal ROW or revenues will be provided to the project

❑ Formation and Membership of Committee:

- NCTCOG (1 member)
- NTTA (1 member)
- County or Municipality (1 member each if applicable)
 - provided local funds to pay for right of way acquisition or other project costs or to acquire right of way for the project, or has provided property of the city or county for use as project right of way; or
 - submitted to the department an order or resolution adopted by the city council or county commissioners court committing local funds or property to the project; and
- TxDOT (1 member)

(Handout 4.3)

❑ Officers

- Committee will elect a chair and vice chair

4. Presentation - SB 1420 Committee

❑ Duties

- Submit a report to the Executive Director of TxDOT that shall contain the following determinations: (*Handout 4.4*)
 - allocation of revenue risk
 - the method of financing for the project
 - the tolling structure and methodology

❑ Failure to Submit Report by RFQ or RFP date, as applicable

- The department will use business terms adopted by the MPO and that relate to the determinations to be included in the report

❑ Meetings

- Subject to Open Meetings requirements
- Committee members can suggest agenda items
- Quorum defined as one half or more of members appointed to the committee
- Only act on majority vote of members present

4. Presentation - SB 1420 Committee

- ❑ Administrative Support
 - TxDOT Executive Director authorized DFW Strategic Projects Office to act as administrative support for the committee

- ❑ Duration of Committee
 - Ceases to exist once the 1420 committee report is issued to Executive Director of TxDOT and upon concurrence by Texas Transportation Commission on the vote of the chair and vice-chair of the committee
 - TxDOT can re-convene committee if changed circumstances may result in a change of the committee's determination

Remainder of Agenda Items (5-7)

5. Election of committee chair and vice-chair - **ACTION ITEM**

6. Discussion and possible action on the issuance of the Report of Determinations made by the Committee to the Executive Director of TxDOT and Project Limits regarding the SH 183 Managed Lanes Project in Dallas County - **ACTION ITEM**

7. Adjourn - **ACTION ITEM**