

# **SH 183 Managed Lanes Project SB 1420 Committee**

## **Procurement Update and Discussion**

December 20, 2012  
City of Irving

# Agenda

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- ❑ 1. Welcome
- ❑ 2. Introductions
- ❑ 3. Approval of Minutes from November 27, 2012 meeting - **ACTION ITEM**
- ❑ 4. Update, discussion and possible action on the re-issuance of the report of determinations made by the Committee to the Executive Director of TxDOT regarding the SH 183 Managed Lanes Project in Dallas County - **ACTION ITEM**
- ❑ 5. Adjourn - **ACTION ITEM**

# 1. Welcome

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

Thank you City of Irving

## 2. Introductions

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- ❑ Michael Morris (Chair) – NCTCOG
- ❑ Alberta Blair (Vice Chair) – Dallas County
- ❑ Elizabeth Mow – NTTA
- ❑ Bill Hale – TxDOT
- ❑ Ramiro Lopez – City of Irving
- ❑ Rick Galceran – City of Dallas

# 3. Approval of Minutes

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- Approval of Minutes from November 27, 2012 (***Attachment 3.1***)

## ACTION ITEM

# 4. Procurement Options

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❑ Four options were discussed at the last meeting:

Option 1 - Continue procurement with single proposer – Toll Concession

Option 2 - Revise SH 183 delivery method – Design-Build or Pass Through Finance

Option 3 - Increase project scope/create larger project – Toll Concession

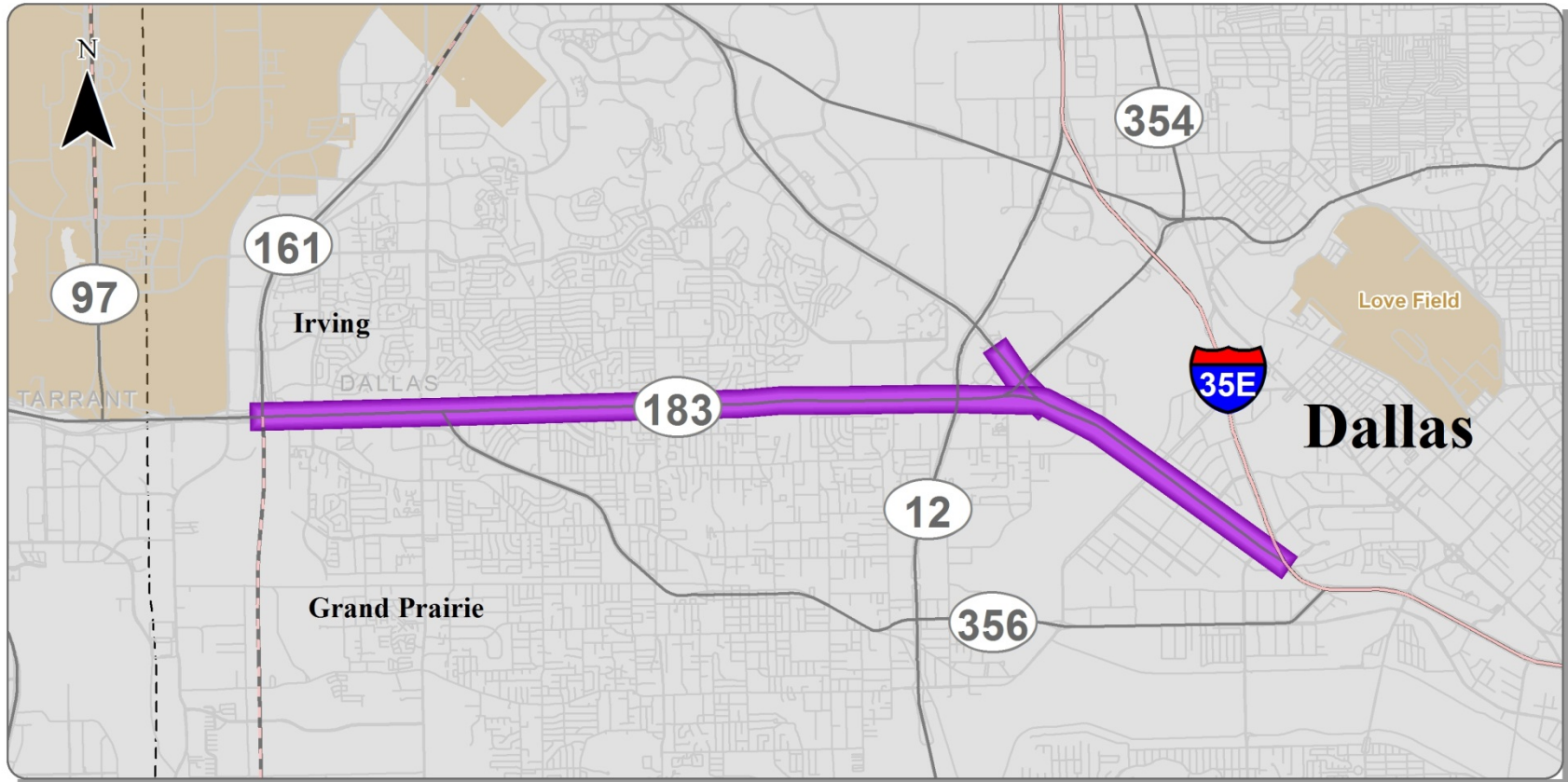
Option 4 –SB 1420 Committee directed staff to evaluate additional project scope – Design-Build or Toll Concession

## 4. Option 1 and Option 2

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- ❑ Option 1: Continue current procurement – Toll Concession
  - ❑ Existing Procurement canceled following discussion at last 1420 meeting
- ❑ Option 2: Revise SH 183 delivery method – Design-Build or PTF
  - ❑ PTF has not been advanced because it did not provide significant value
- ❑ **SH 183 Design-Build Option is base case**

## 4. Option 1 and Option 2



- Both options consider SH 183 from SH 161 to I-35E



# 4. Option 3 – Larger Toll Concession

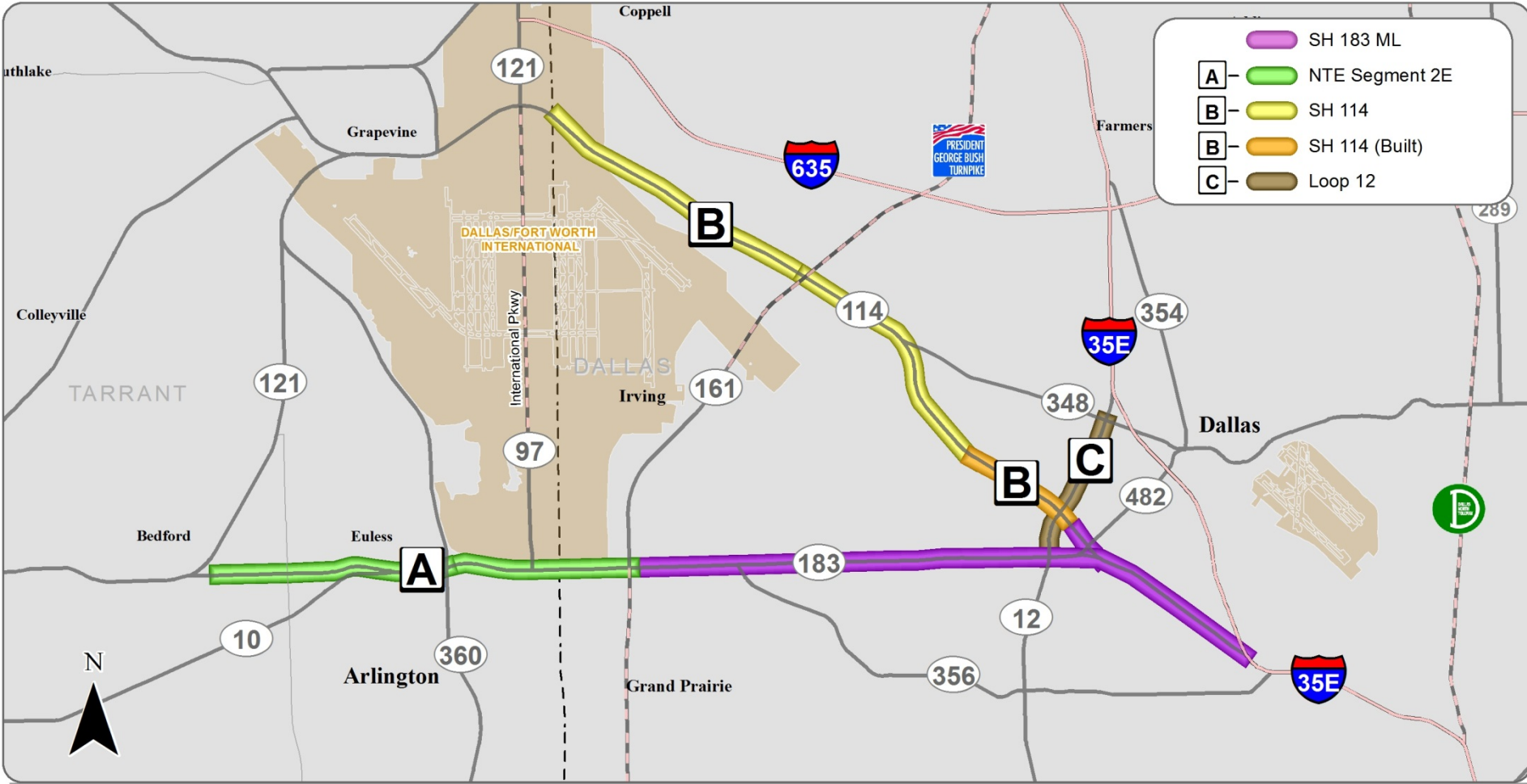
SH 183 ▪ NTE 2E ▪ SH 114

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- ❑ Larger scope considered based on Industry Feedback
- ❑ New Request for Qualifications
- ❑ Schedule impacts
  - Legislative action
  - MTP update
- ❑ Likely attracts more proposers
  - Addresses market barriers
  - Delivers more facilities
- ❑ Requires additional public funds

# 4. Option 3 – Larger Toll Concession

SH 183 ▪ NTE 2E ▪ SH 114



# 4. Option 4 - SB 1420 Committee Direction

## Expanded Scope

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### ❑ Base Scope

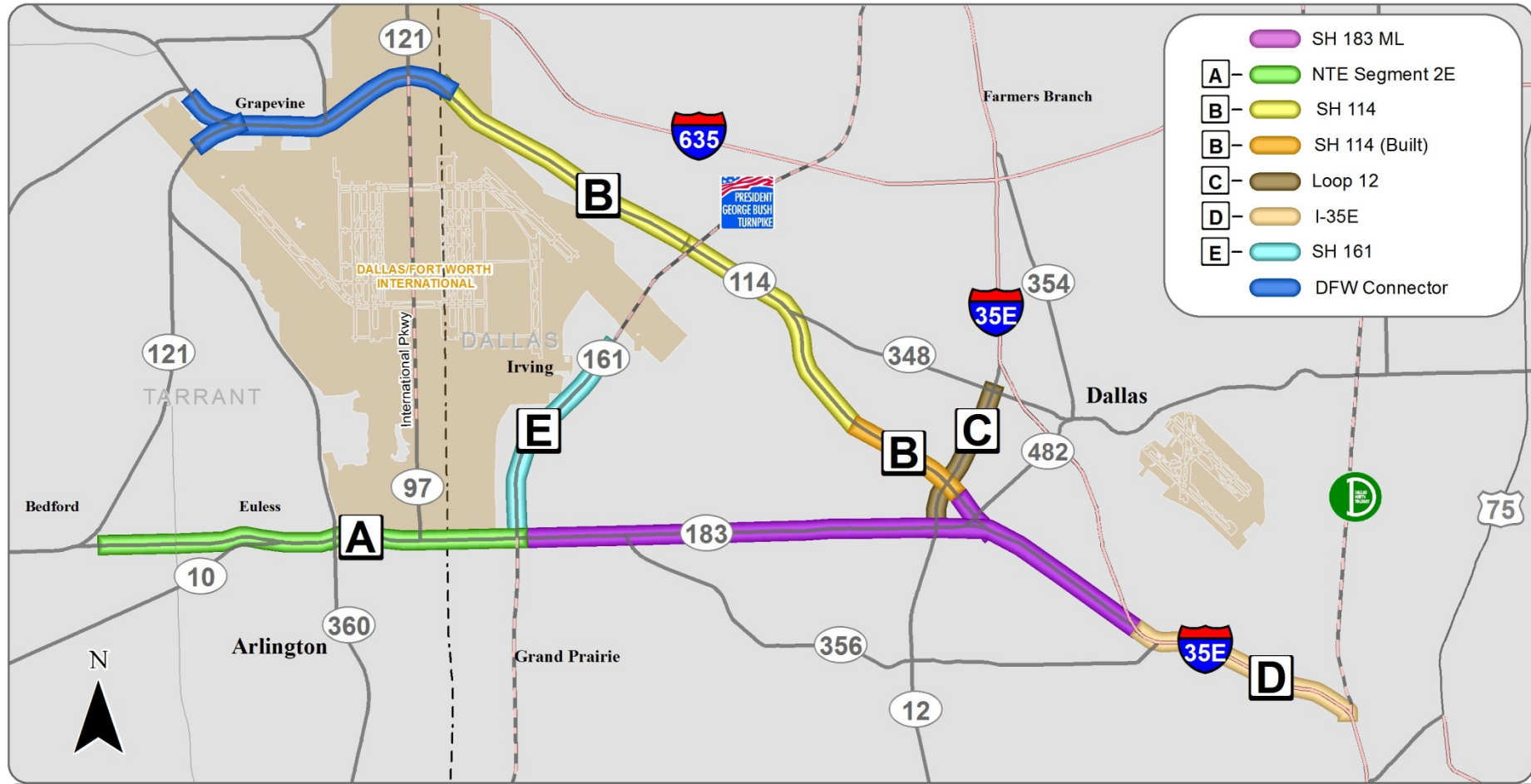
- SH 183 from SH 161 to I-35E

### ❑ Consider managed lane additions for following facilities:

- A. NTE Segment 2E from SH 121 to SH 161
- B. SH 114 from SH 183 to SH 161 (short)
- C. Loop 12 from SH 183 to LBJ Express (new)
- D. IH 35 E from SH 183 Merge to DNT (new)
- E. SH 161 from SH 183 to Belt Line (connect to PGBT) (new)

# 4. Option 4 – SB 1420 Expanded Scope

DB or Concession NTE 2E ▪ SH 114 ▪ Loop 12 ▪ I-35E ▪ SH 161



# 4. Option 4 – Other Considerations

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- ❑ SB 1420 Committee requested consideration of potential cost and revenue ideas:
  - ❑ NTE 2E Value Engineering
    - Revise managed lane connections between Loop 360 and SH 161
  - ❑ SH 114 recently-constructed section identified on map
- ❑ DFW Connector Toll Revenue

## 4. Financing

	Cost		Total Subsidy	
	Phase 1	Phase 2	DB/TELA	Concession
SH 183	\$548	\$519	\$(625)	\$(89)
SH 183/ NTE 2E	\$1,001	\$679	\$(849)	\$(295)
SH 183/ NTE 2E VE	\$831	\$1,028	\$(935)	\$(157)
SH183, NTE 2E & SH114 (Long)	\$1,566	\$1,186	--	\$(678)
SH183, NTE 2E & SH114 (Short)	\$1,243	\$679	\$(1069)	\$(468)
Loop 12	\$136	--	\$(130)	\$(92)
I-35E /Lower Stemmons <sup>1</sup>	\$180	--	See Note 2	

Notes:

1. All values shown in millions and nominal dollars

2. Project revenues on I35E/Lower Stemmons project prevented analysis of project using debt financing

## 4. Option 4 – Expanded Scope (cont'd)

### ❑ SH 161 Managed Lanes

- TxDOT continuing discussions with NTTA

### ❑ DFW Connector Revenues

- Limited revenues after toll operation costs
- TxDOT would need to cover O&M and lifecycle costs

	Cost		Concession (Subsidy)	
	Phase 1	Phase 2	Phase 1	Phase 2
SH 161	\$45	--	\$160	--
DFW Connector	N/A	N/A	\$75	N/A

Note: All values shown in millions and nominal dollars

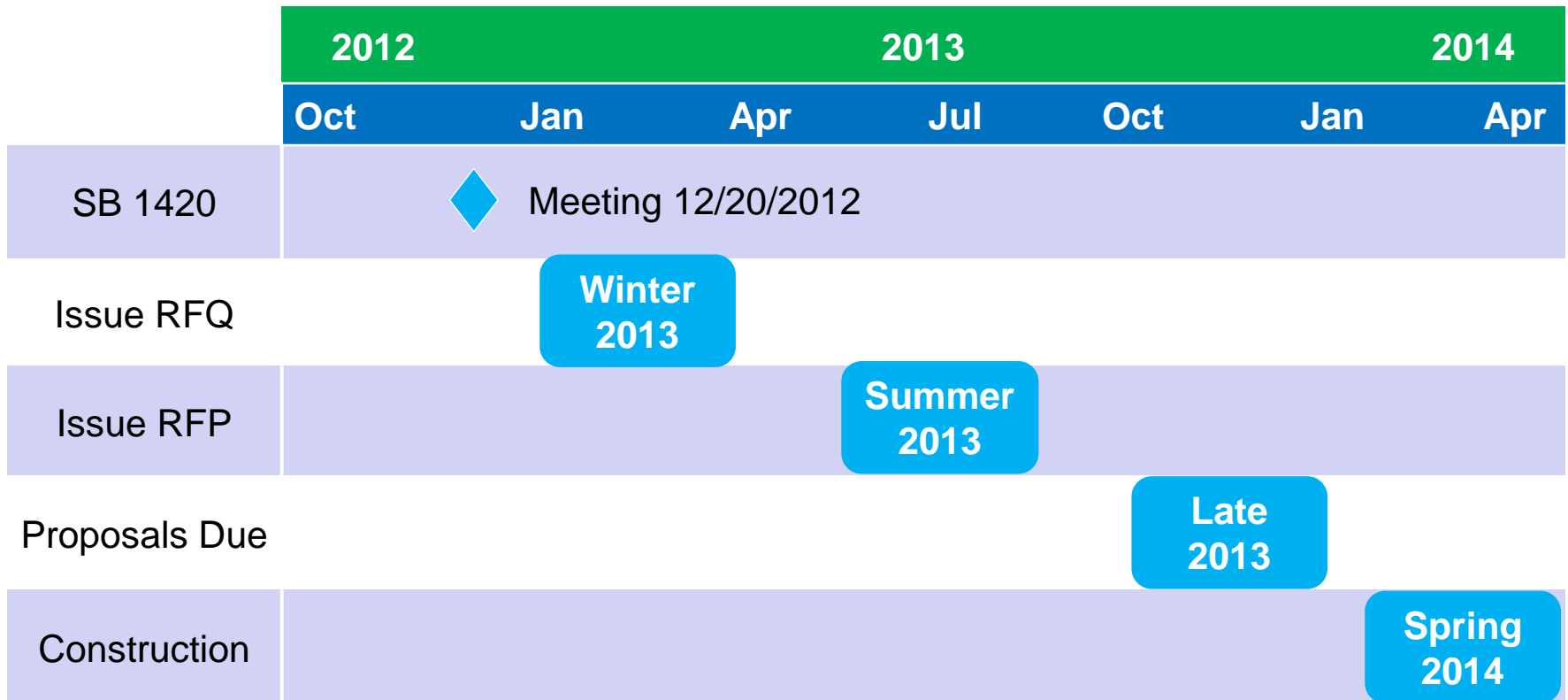
## 4. Major Planning Issues

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	CDA Authority In-place?	Plan Amendment Required?
SH 183	Yes	No
NTE 2E	Yes	No
SH 114	No	Yes
Loop 12	No	Yes
IH-35E	No	Yes
SH161	No	Yes



## 4. Estimated Procurement Timeline



## 4. Summary

❑ The two best alternatives appear to be, subject to availability of funds:

1. Standalone SH183 as Design-Build w/TELA
2. SH183, NTE 2E, SH114 (Short), Loop 12 as one Toll Concession

	Procurement Method	Total Project Cost	Total Public Subsidy
SH183	Design-Build w/TELA	\$1,067 m	\$(625)m
SH 183, NTE 2E, SH114 (Short), Loop 12	Concession	\$2,058 m	\$(560) m

❑ Concession procurement has ability to

- Provide greatest connectivity and network expansion (9 miles vs. 20 miles)
- Maximize leverage of public funds (approximately 4:1)

# 5. Adjourn

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- Adjourn - **ACTION ITEM**