




IH 35E Proposed Improvements


January 13, 2010
Stakeholder Meeting No. 8







Agenda

- Welcome and Introductions
- Planning and Development
 - Schematic Design and Environmental Documentation
- Construction Financing & Phasing Plan
 - Potential for Pass-Through Finance
 - January 27 Texas Transportation Commission Workshop
- Need to Develop Corridor Champion and Delegation
- Next Steps
- Questions, Comments and Concerns




Project Overview & Limits






Note: 2/3FR indicates 2 lane frontage roads except between exit and cross street, where 3 lanes are provided.


SOUTH
MIDDLE
NORTH



Planning and Development



- **Major Milestones and Accomplishments**
 - Express Lane Demonstration Program Approval by the FHWA – September 30, 2009
 - Schematics Approved at local, state and federal levels for North, Middle and South Segments – October 28, 2009
 - Interstate Access Justification Study Approved by FHWA Headquarters – October 28, 2009
 - USACE letter of conditional concurrence on the assessment and impacts of the IH 35E project at Lake Lewisville – November 6, 2009
 - Environmental Assessments (EA)
 - Middle EA 3rd Draft to TxDOT ENV Austin – November 23, 2009
 - South EA 2nd Draft to TxDOT ENV Austin – December 22, 2009
 - North EA 3rd Draft to TxDOT ENV Austin – December 30, 2009
- **Current Focus/Next Steps**
 - Circulation of the EAs to Resource Agencies
 - Review by the FHWA
 - Need to Obtain "Satisfactory for Further Processing"
 - Hold Public Hearings
 - Respond to Public Comments
 - Obtain "Finding of No Significant Impact" (FONSI)
 - » Goal – All 3 Segments by Mid 2010





Construction Financing and Phasing Plan

PROJECT SEGMENT (\$m)	Design-Build Costs (1)	ROW Costs (3)	Total Costs (1,2)
South	578	172	750
Middle	1,917	338	2,255
North Total (Includes North Early and Widening)	1,179	142	1,321
North Widening (Separate)	32	3	35
North Early (Separate)	373	71	445
Total Project Cost	3,674	652	4,326

Note 1: Design-Build costs include design, construction, utility relocations, CEI, contingencies, etc. in real dollars (\$2009)

Note 2: Total Costs include ROW

Note 3: Right of Way Only, including contingencies



Construction Financing and Phasing Plan

SOUTH MIDDLE NORTH

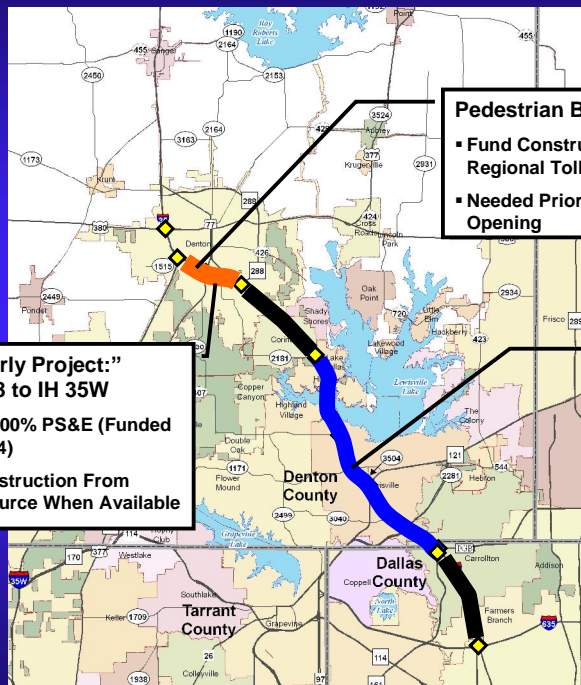
**“North Early Project.”
Loop 288 to IH 35W**

- Develop 100% PS&E (Funded by Prop 14)
- Fund Construction From Future Source When Available

Pedestrian Bridge at UNT

- Fund Construction From Regional Toll Revenue
- Needed Prior to Stadium Opening

**Middle:
Priority per SH
121 MOU**





Construction Financing and Phasing Plan

- **Obtain NEPA Clearance ASAP**
- **Begin ROW Acquisition in Priority Areas**
- **Options Include:**
 1. **Build Project Using Pay As You Go Method**
 - Select Priority Segment to Begin Construction
 - Apportion \$535 million RTR to Right of Way and Construction
 - Develop Priority Segment Through Either:
 - Design-Build
 - Develop 100% PS&E and Use Design-Bid-Build
 - Develop Remaining Segments When Congress and Legislature Provide New Revenue Source
 2. **Use Pass-Through Finance Authority**
 - TxDOT Has Authority to Use Private Pass-Through Finance Agreement
 - Would Be Very Similar to DBFO-Availability Payment Contract
 3. **Local Authority to Procure CDA**
 - NTTA, County or LGC



Construction Financing and Phasing Plan

- **Pass-Through Finance Authority**
 - December 17, 2009 Texas Transportation Commission Meeting - Proposed Rule Amendments:
 - The amendments and new section will allow the department to solicit private pass through proposals in circumstances other than a program call issued under §5.54, and will allow the department to make payments to the private developer from project revenue as reimbursement of financing costs and to provide a return on any private sector investment. The amendments and new section will facilitate the timely financing and development of critical highway improvement projects that could not otherwise be developed on a timely basis because the department has insufficient highway funds.
 - Final Adoption of the Proposed Rule Amendments to occur at a subsequent Commission Meeting
- **TxDOT Staff, Procurement Team and Advisors are Mobilized**
- **Multiple Scenarios Under Study**
 - Need to Adjust Size/Scope of the Initial Pass-Through Finance Project to Match Available Public Funds and Revenue Produced by the Managed Lanes
- **Investment Grade Traffic and Revenue Study is Underway**





Next Steps

1. **Continue NEPA Process**
 - a. Environmental Assessments Approval
 - b. Public Hearings
 - c. FONSI by mid 2010
2. **Continue Project Development**
 - a. Begin PS&E for Early Segments
 - b. Finalize Right of Way Mapping
 - c. Identify Existing Utilities
 - d. Perform Remaining Geotechnical Investigation
 - e. Obtain USACE Permits
3. **TxDOT Procurement Team Performs Due Diligence**
 - a. "Right-Size" the Potential PTF Project
4. **Corridor Stakeholder Discussions**
 - a. Develop Consensus on Financing and Project Delivery
 - b. Suggested Stakeholder Discussions with State Elected Officials
5. **TxDOT To Follow Stakeholder Direction:**
 - a. Project Delivery Methods
 - b. Cost Savings and Revenue Enhancement Measures



Conclusion

Note Previous Stakeholder Presentations are available at:

<http://www.keepitmovingdallas.com/35E>

Are there any:

- Questions
- Concerns
- Comments

