




IH 35E Proposed Improvements


May 6, 2009
Stakeholder Work Group Meeting





Agenda

- Recap Since Meeting No. 5
- Schematic Design
- Environmental Documentation
- Stakeholder Outreach
- Legislative Update
- Recent TxDOT Procurement Results
- Construction Financing and Phasing Plan
- Next Steps



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Stakeholder Outreach

- **City Workshop Meetings**
 - May 20, 10 a.m. – Carrollton City Hall
 - May 20, 2 p.m. – Lewisville City Hall - City Council Conference Room
 - May 21, 10 a.m. – Lake Dallas City Hall
 - May 21, 2 p.m. – Denton Civic Center Conference Room
- **Next Stakeholder Work Group**
 - June 3 (tentative)



Procurement Results – North Tarrant Express

On January 29, 2009, the Texas Transportation Commission conditionally awarded the North Tarrant Express project to NTE Mobility Partners, which will finance, design, construct, operate and maintain the 13-mile corridor for 52 years.

The project entails:

•Segments 1 and 2A: Concession CDA to design, develop, construct, finance, maintain, and operate 13 miles along IH820 and SH121/SH183 from IH35W to SH121 for a period of 52 years.

•Segments 2B – 4: A Pre-Development CDA to develop master plans for remainder of the 36 mile corridor along SH183 from SH121 to SH161, IH820 east from SH121/SH183 to Randol Mill Road, and along IH35W from IH30 to SH170 in Tarrant and Dallas counties.

Federal, State, Regional and Local funds in the amount of \$600M will be used along with private financing to deliver the \$2B project for Segments 1 and 2A.



NTE Mobility Partners primarily consists of:

- Cintra U.S.
- Meridiam Infrastructure
- Dallas Police and Fire Pension System
- Ferrovial
- W.W. Webber
- Earth Tech
- AECOM





Procurement Results – New LBJ Project

On February 26, 2009, the Texas Transportation Commission conditionally awarded the LBJ 635 project to LBJ Infrastructure Group, which will finance, design, construct, operate and maintain the corridor for 52 years.

The project extends 10 miles on I-635 from west of I-35E at Luna Road to east of US 75 at Greenville Avenue, and it extends four miles on I-35E from Loop 12 to Valwood Parkway north of I-635.

The project entails:

Reconstructing the eight non tolled, general-purpose lanes on I-635

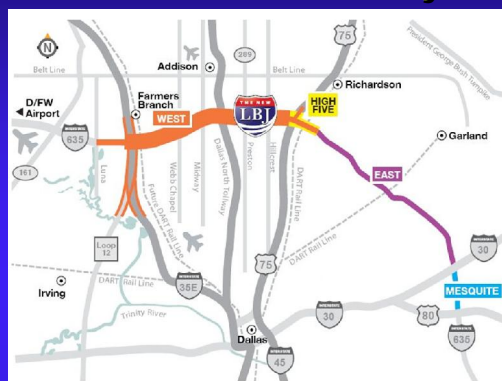
Reconstructing the frontage roads on I-635

Constructing new, continuous frontage roads on I-635

Constructing six new, managed toll lanes on I-635

Constructing new, elevated managed toll lanes on I-35E with direct connector ramps to I-635

Federal, State, Regional and Local funds in the amount of \$445M will be used along with private financing to deliver the \$2B project.



LBJ Infrastructure Group primarily consists of:

- Cintra U.S.
- Meridian Infrastructure Finance
- Dallas Police & Fire Pension System
- Ferrovial Agroman
- W.W. Webber
- Bridgefarmer & Associates
- Macquarie Capital



Procurement Results – DFW Connector

On March 26, 2009, the Texas Transportation Commission conditionally awarded a Comprehensive Development Agreement (CDA) design/build contract that will develop, design, build and possibly maintain up to 14.4 miles of the SH 114/121 corridor including major interchanges at SH 26, SH 121, SH 360, I-635, FM 1709, FM 2499 and International Parkway.

The contract is conditionally awarded to a team of firms called NorthGate Constructors led by Kiewit Texas Construction L.P. (Fort Worth), Zachry Construction Corporation (San Antonio), and a host of other Texan and American firms.

Estimated Total Project Cost: \$1.5 billion (excluding right of way)

Current Available Funds:

\$667 million gas-tax dollars

On March 5, the Commission committed \$250 million in ARRA funds.

Configuration 2 will be delivered with the potential for value engineering and future additional funding to deliver the entire project.





Project Definition Process

Construction Financing and Phasing Plan

Goals:

- Develop a financing and phasing plan for the IH 35E Corridor
- Position the IH 35E corridor to take advantage of possible new revenue sources
- Timeframe: Spring 2009




Project Definition Process

Objectives:


- With continuous stakeholder input, involvement and feedback, a plan will be developed to:
 - Identify Available Financial Resources
 - Segment the Project into Manageable Portions
 - Prioritize the Segments
 - Define Early Implementation Segments
 - Develop Consensus with Project Delivery/Innovative Finance Method
- To Be Referred to as the
“Project Definition Process”






Project Definition Process

Task	By Whom	Completion Goal	
100% Design Schematics	Halff/HDR	February 2009	✓
Level 2 Capital Cost Estimates	Halff/HDR	April 2009	✓
Level 2 O&M/Lifecycle Cost Estimates	TxDOT	April 2009	✓
Level 2 Traffic and Revenue	WSA	April 2009	✓
Develop Financial Plan for 6 Initial Scenarios	KPMG	May 2009	




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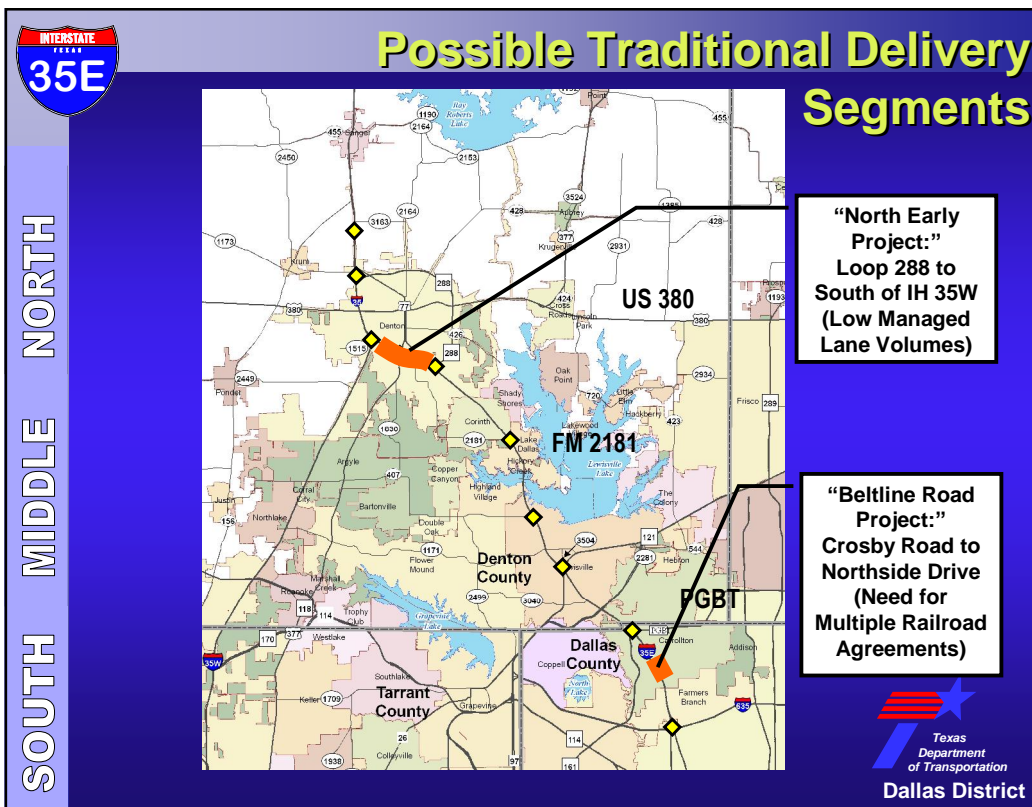
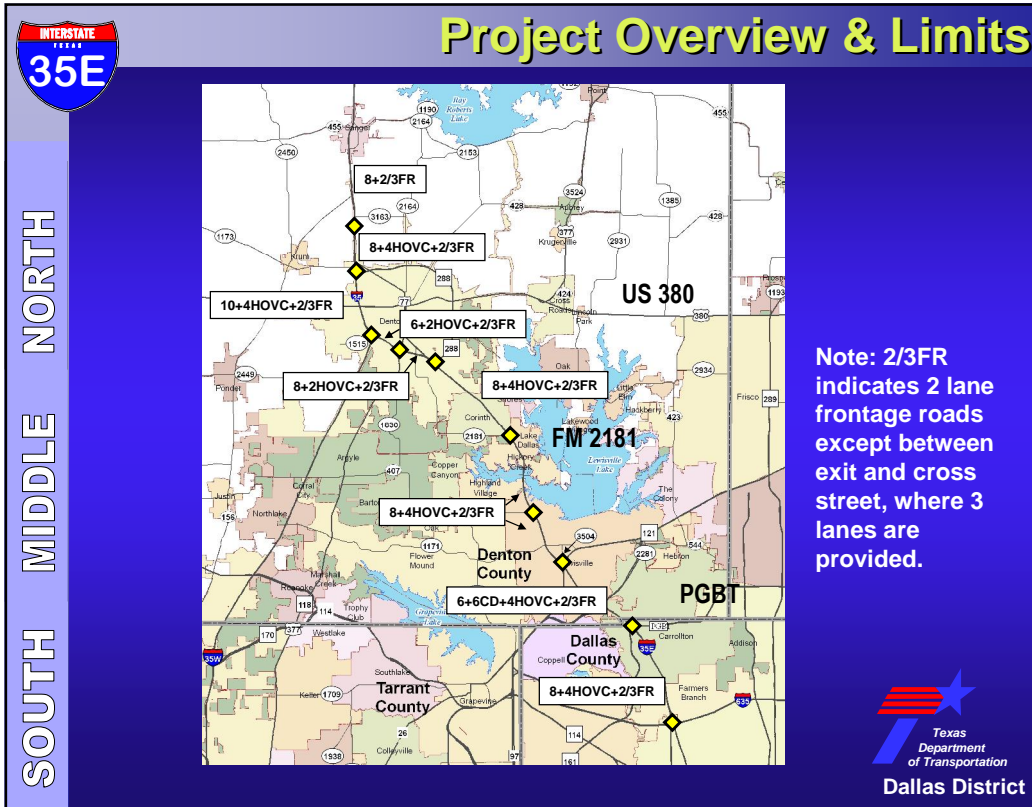


Project Definition Process

Task	By Whom	Completion Goal	
Stakeholder Breakout Meetings to Review Initial Financial Plan and Phasing Ideas	All	May 20-21, 2009	
Update Financial Plan As Needed with New Ideas/Information from Breakout Meetings	TxDOT-KPMG	May-June 2009	
Stakeholder Breakout Meetings to Review Financial Plan and Phasing Ideas	All	June 2009	
Repeat Plan updates and Breakout Meetings As Necessary to Achieve Consensus	All	As Necessary	
Stakeholder Consensus of Segment Prioritization and Project Delivery/Innovative Finance Method	All	Target Mid 2009	



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Project Definition Process

The working group has identified 6 initial scenarios with the goal of determining a financially feasible project based on estimated costs and estimated revenues.

Assumptions:

- Construction Costs are based on the updated design schematics and will be escalated to the anticipated year of construction.
- Right of Way costs will likely need to be reviewed and updated as we progress.
- Operations and Maintenance costs have been developed based on the recent procurement activity and historical knowledge.
- The Traffic and Revenue data is produced by WSA and will use the "Modified" Alternative.
- As the Middle Segment Managed Lanes open to traffic, the South Segment existing HOV Lane becomes a HOT (HOVs non-pay – SOVs pay toll) Lane



6 Initial Scenarios

▪Scenario 1

- Full 28 mile project as one contract
 - Middle open by 2015
 - North open by 2018
 - South open by 2020

▪Scenario 2

- Middle Segment Only as one contract
 - Middle open by 2015

▪Scenario 3

- Middle Segment Plus Temporary Widening to Loop 288
 - Middle open by 2015

▪Scenario 4

- Middle and North as one contract
 - Middle open by 2015
 - North open by 2018

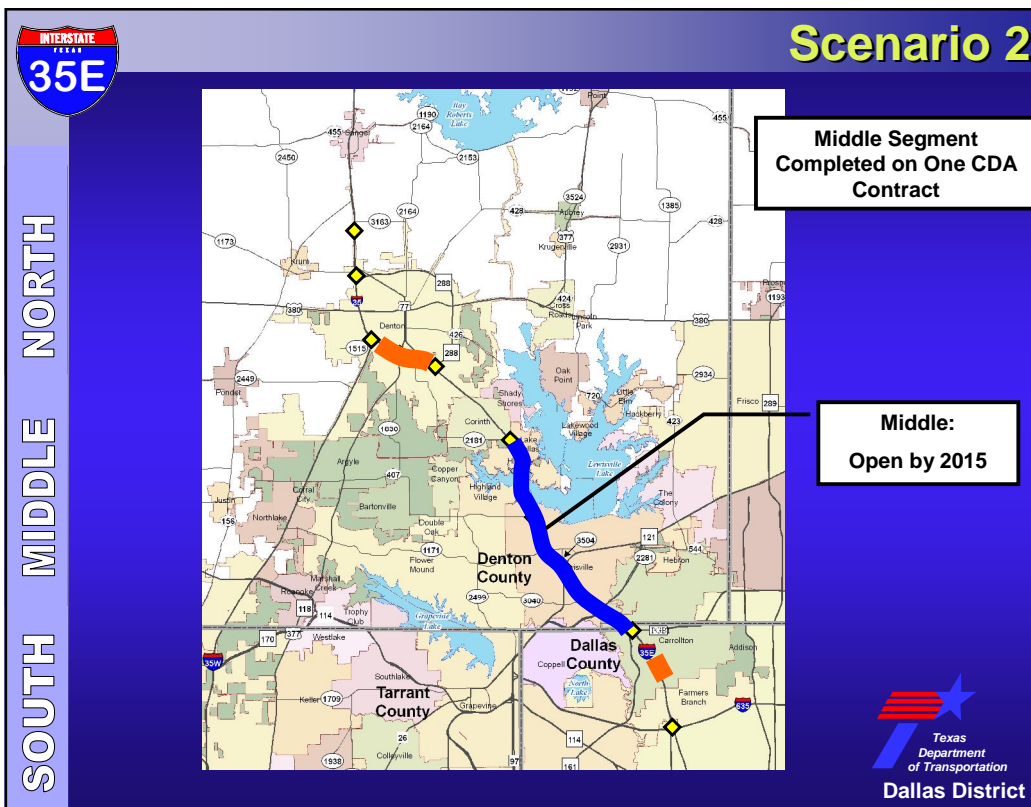
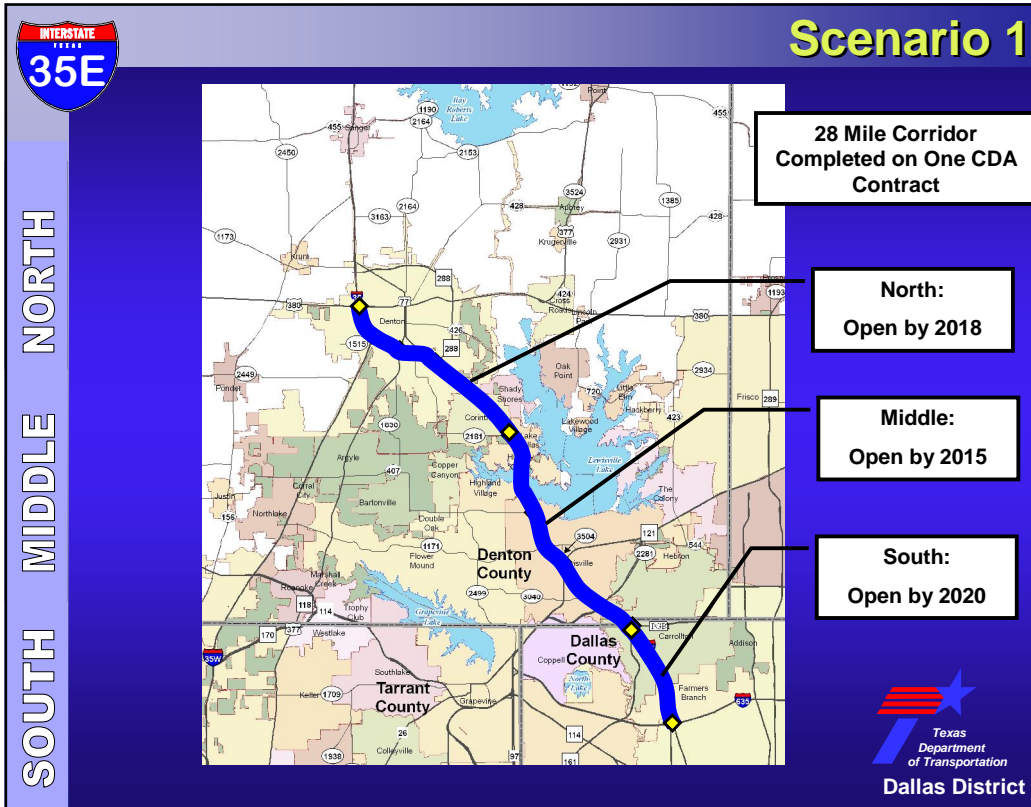
▪Scenario 5

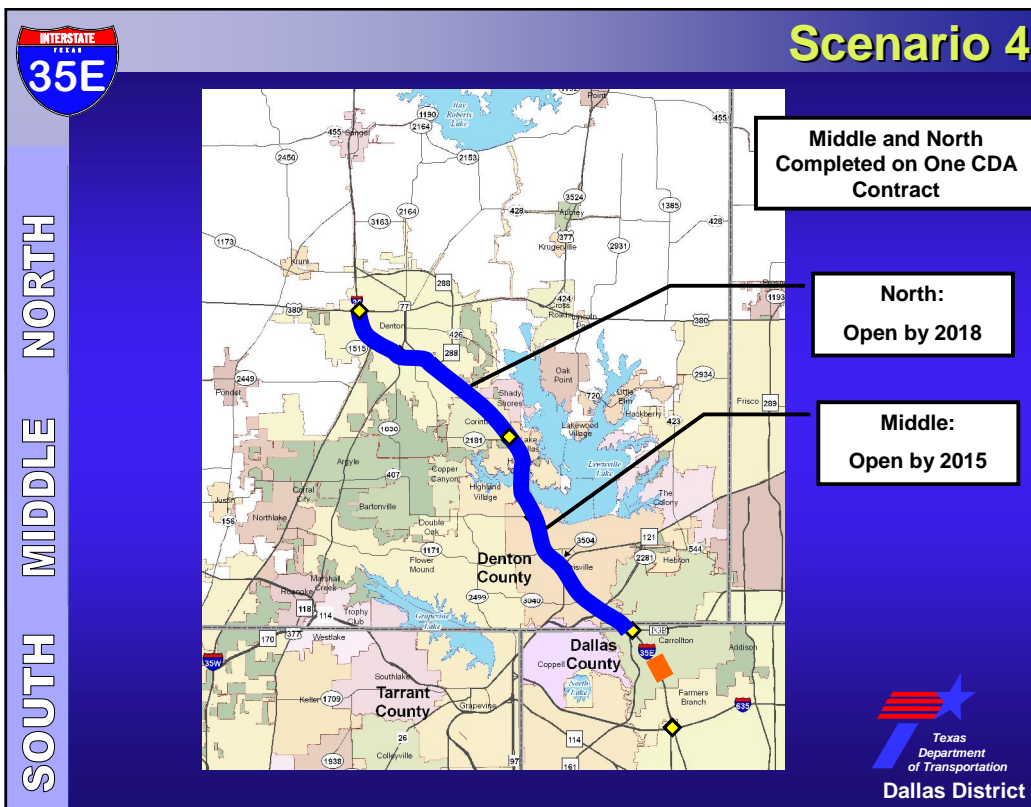
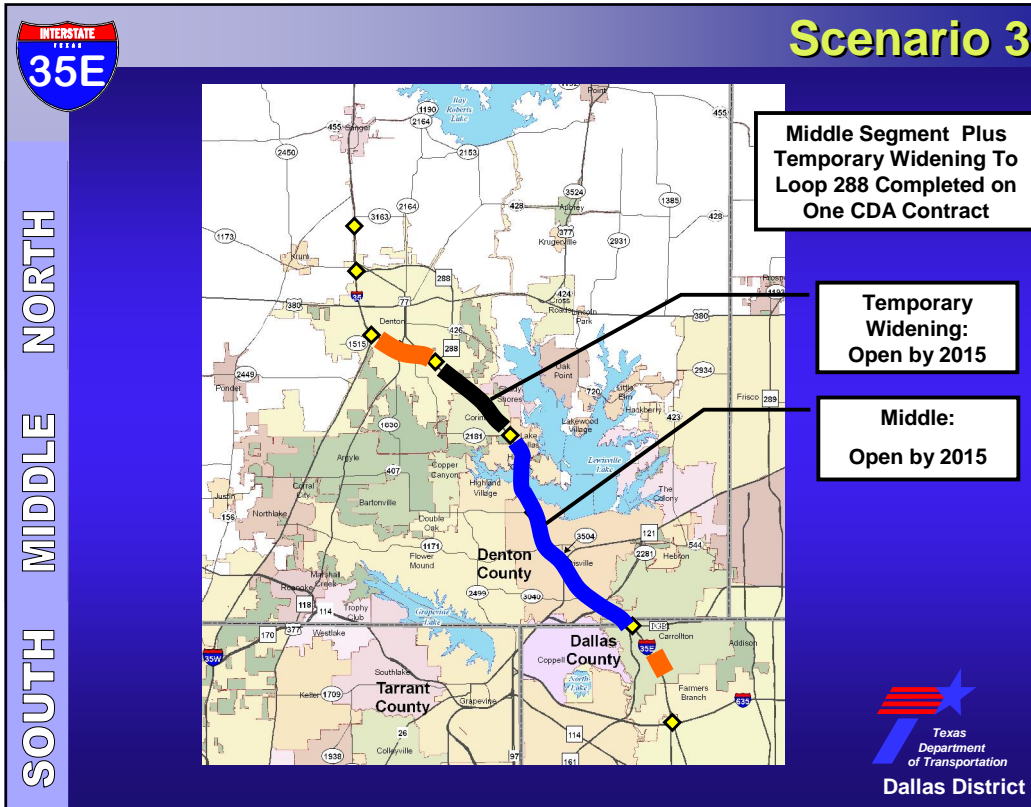
- Middle and South Segments as one contract Plus Temporary Widening to Loop 288
 - Middle open by 2015
 - South open by 2020

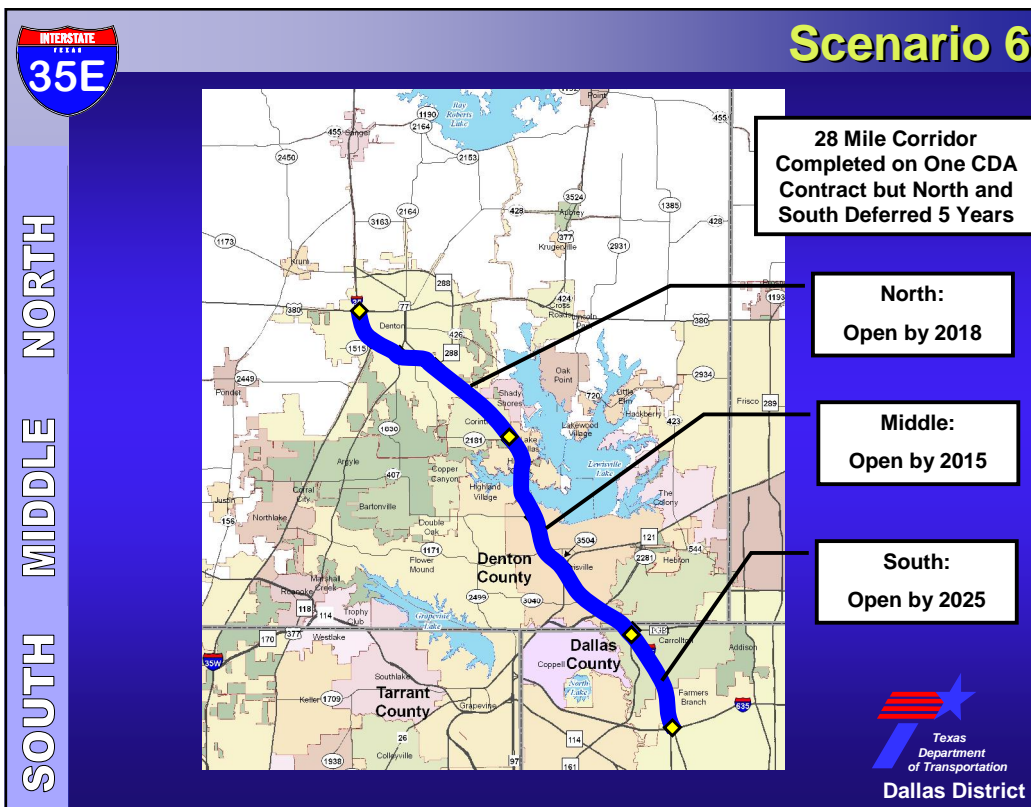
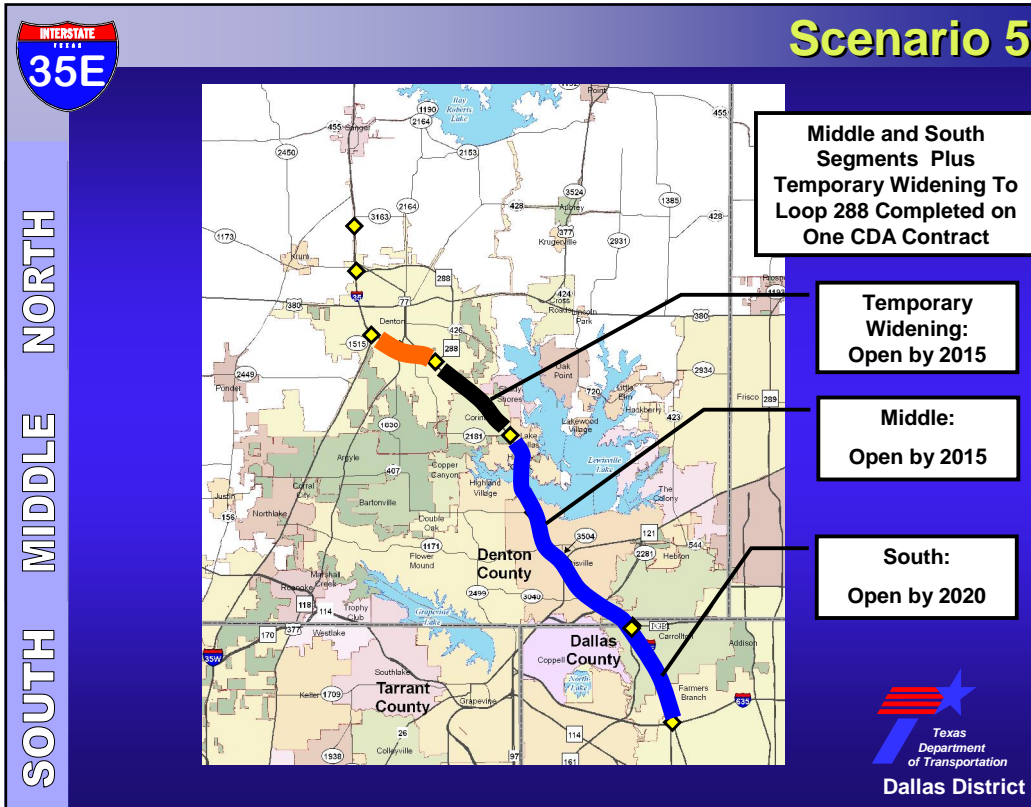
▪Scenario 6


- Full 28 mile project as one contract (Same As Scenario 1 except North and South are deferred 5 years)













Next Steps

- Continue Project Definition Process
- Stakeholder Consensus of Segment Prioritization and Project Delivery/Innovative Finance Model
- Achieve Planning Milestones
 - Schematic Approval
 - Environmental Assessment Approval
 - Public Hearings
 - FONSI




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Contact Information

Nasser Askari, P.E.
Texas Department of Transportation
Dallas District
P.O. Box 133067
Dallas, Texas 75313-3067

Phone: 214-320-6628
Email: naskari@dot.state.tx.us



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