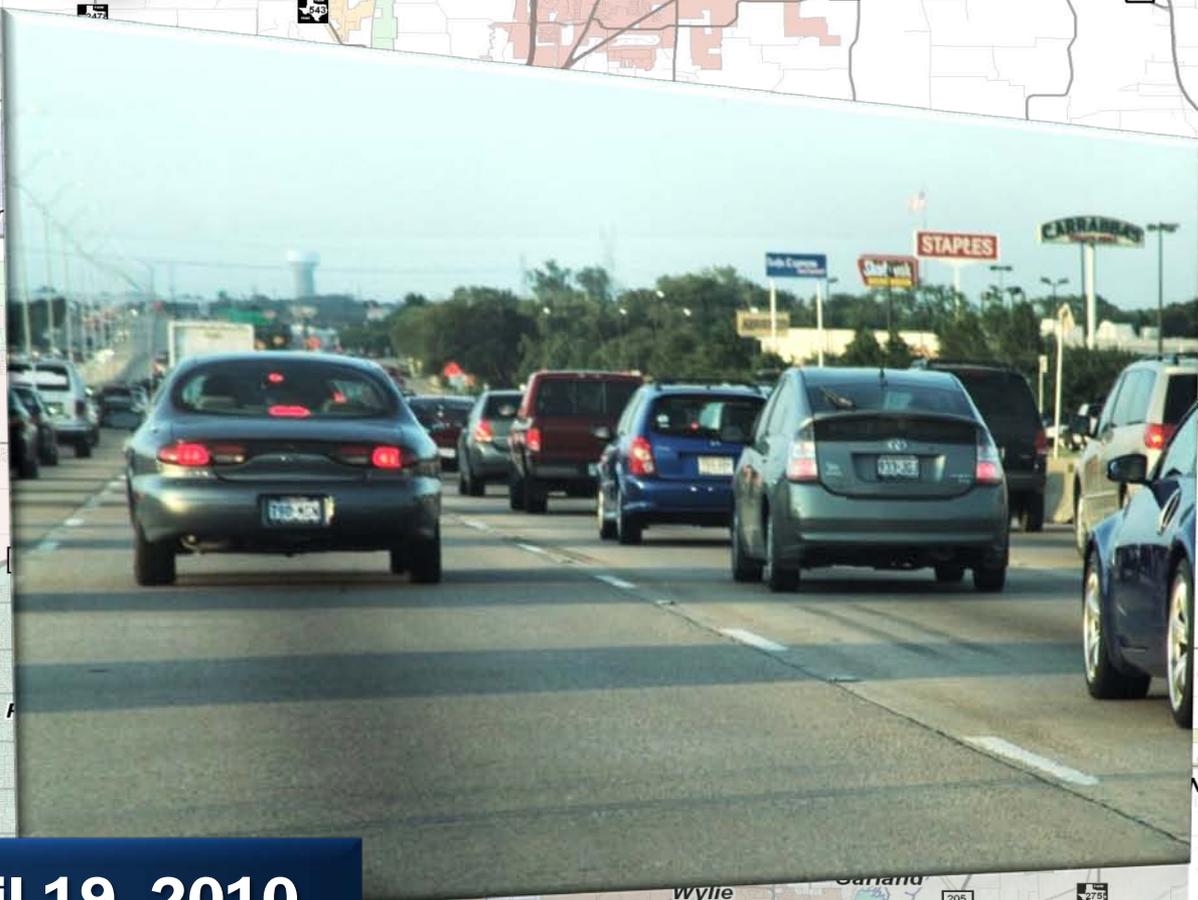
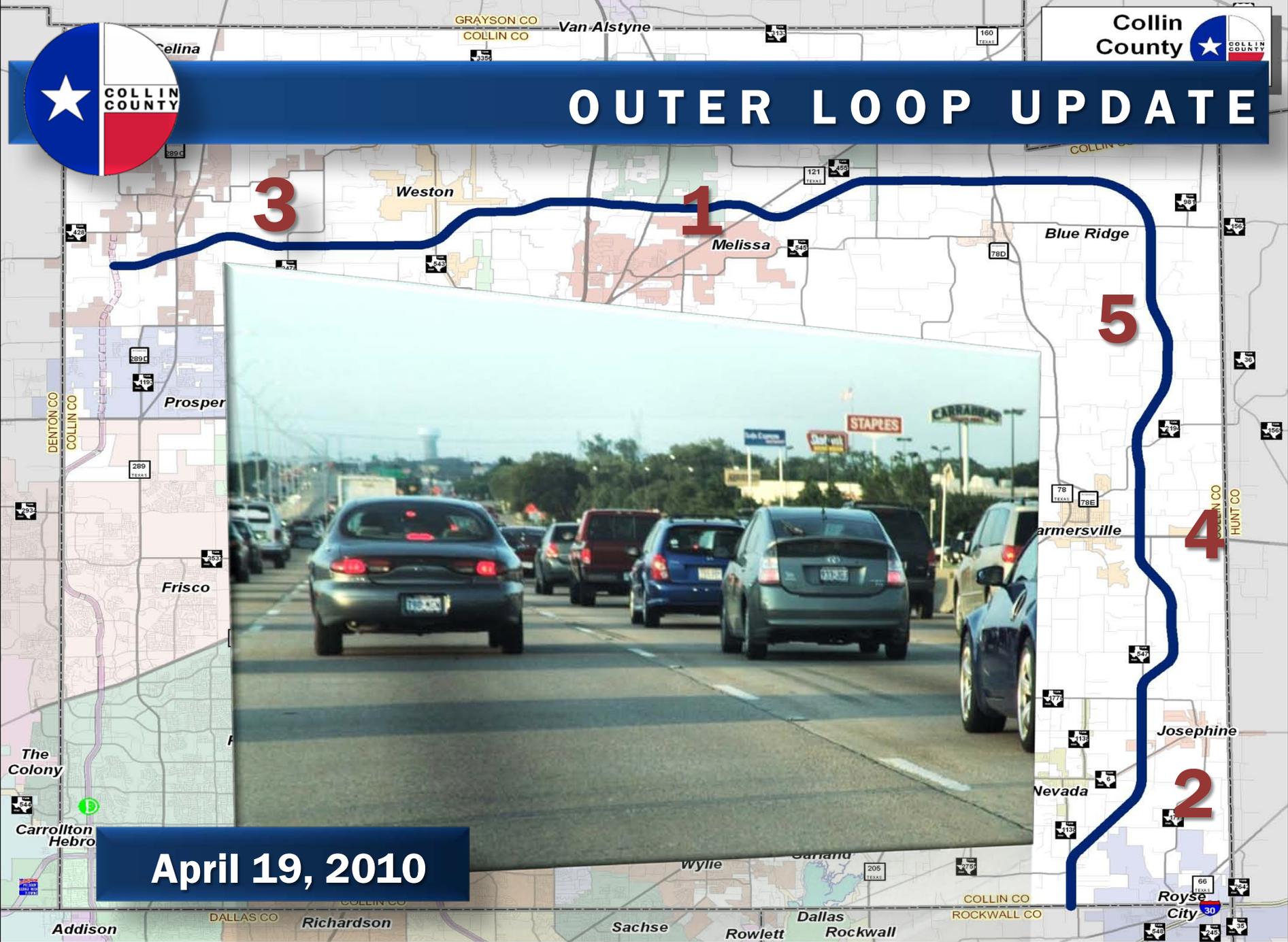


OUTER LOOP UPDATE



April 19, 2010



What's to Discuss & Decide

– *Bill Bilyeu, County Administrator*

- 1. Environmental Clearance course of action**
- 2. Traffic & Revenue Study Direction**
- 3. Segment 1 Road Construction**
- 4. P3 Workshop**
- 5. Tomlin Proposal for Segment 3**



Current Status

– Ruben Delgado, *County Engineer*

- **Length: 52.8 miles**
- **Total ROW acreage estimate: 3,201.32 acres**
 - ROW acreage **obtained: 297.52 acres**
- **Construction Time Span: 2010-2030**
- **Total Cost: \$3.984 Billion (in FY08 dollars)**
 - 6 main lanes; two 2-lane service roads

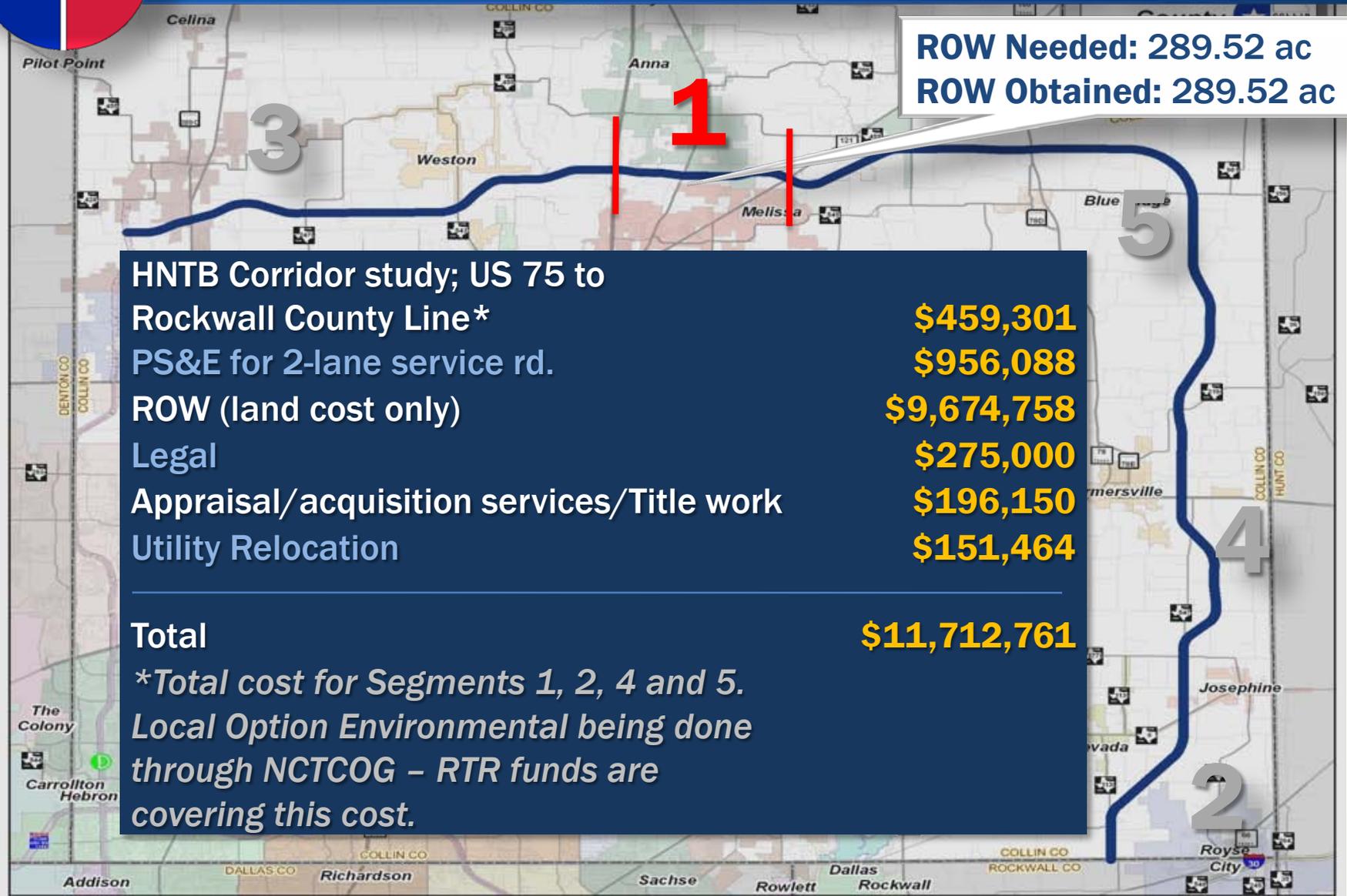


Segment 1 US 75 to SH 121 (4.2 miles)

ROW Needed: 289.52 ac
ROW Obtained: 289.52 ac

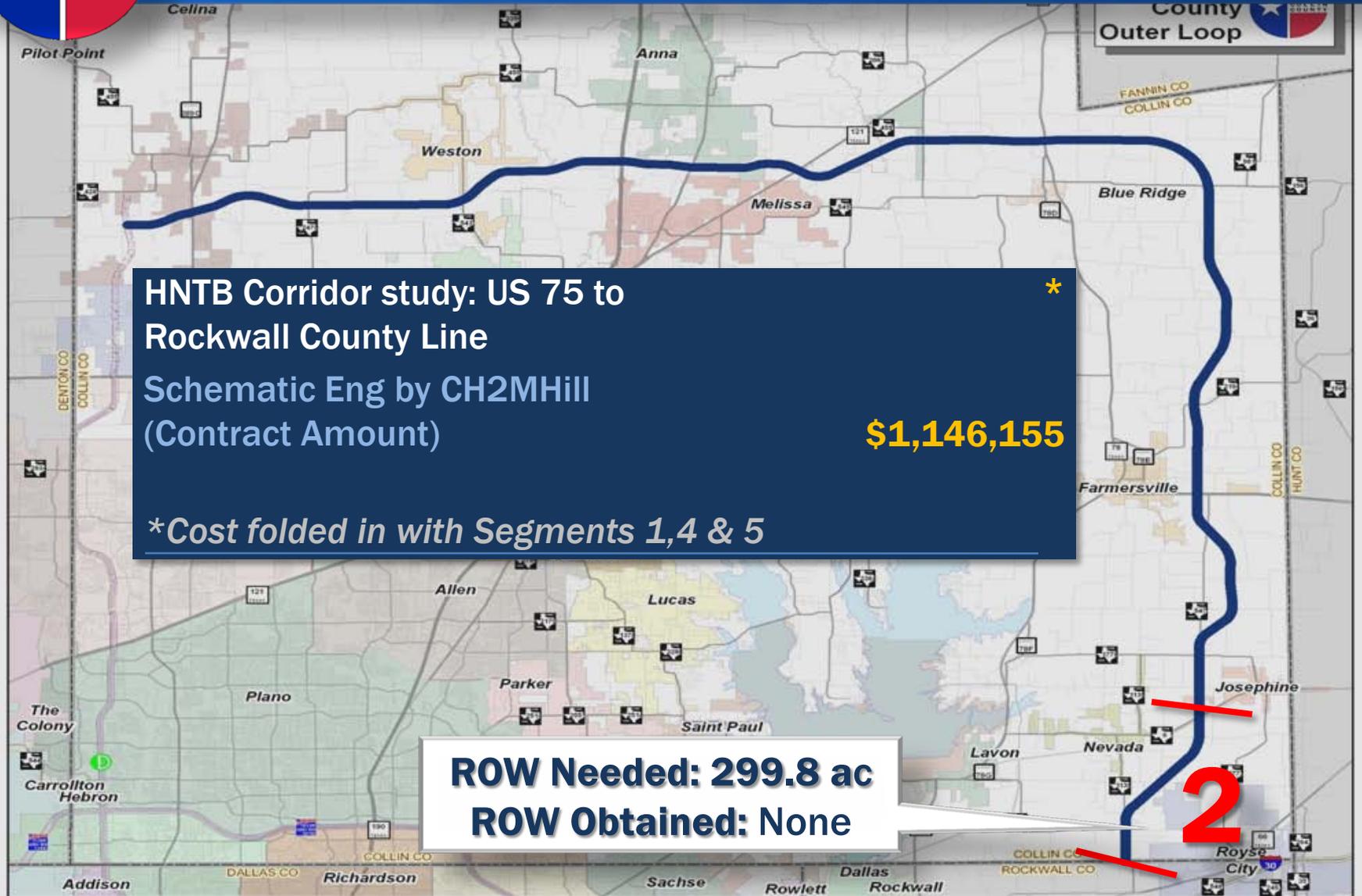
HNTB Corridor study; US 75 to Rockwall County Line*	\$459,301
PS&E for 2-lane service rd.	\$956,088
ROW (land cost only)	\$9,674,758
Legal	\$275,000
Appraisal/acquisition services/Title work	\$196,150
Utility Relocation	\$151,464
Total	\$11,712,761

**Total cost for Segments 1, 2, 4 and 5.
Local Option Environmental being done through NCTCOG – RTR funds are covering this cost.*





Segment 2 FM 6 to Rockwall Co. Line (6.5 miles)



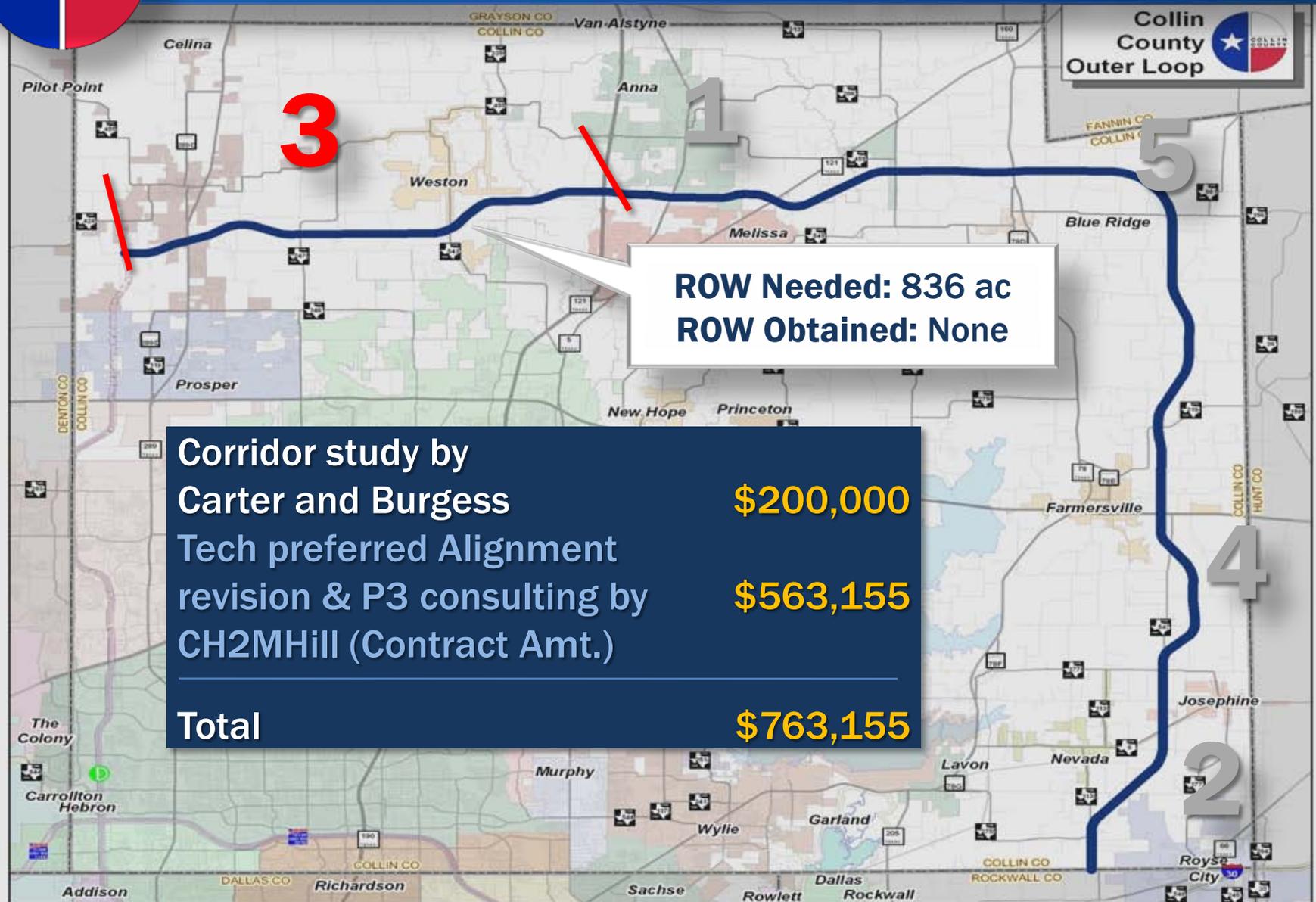
HNTB Corridor study: US 75 to Rockwall County Line *
Schematic Eng by CH2MHill
(Contract Amount) **\$1,146,155**
**Cost folded in with Segments 1,4 & 5*

ROW Needed: 299.8 ac
ROW Obtained: None

2



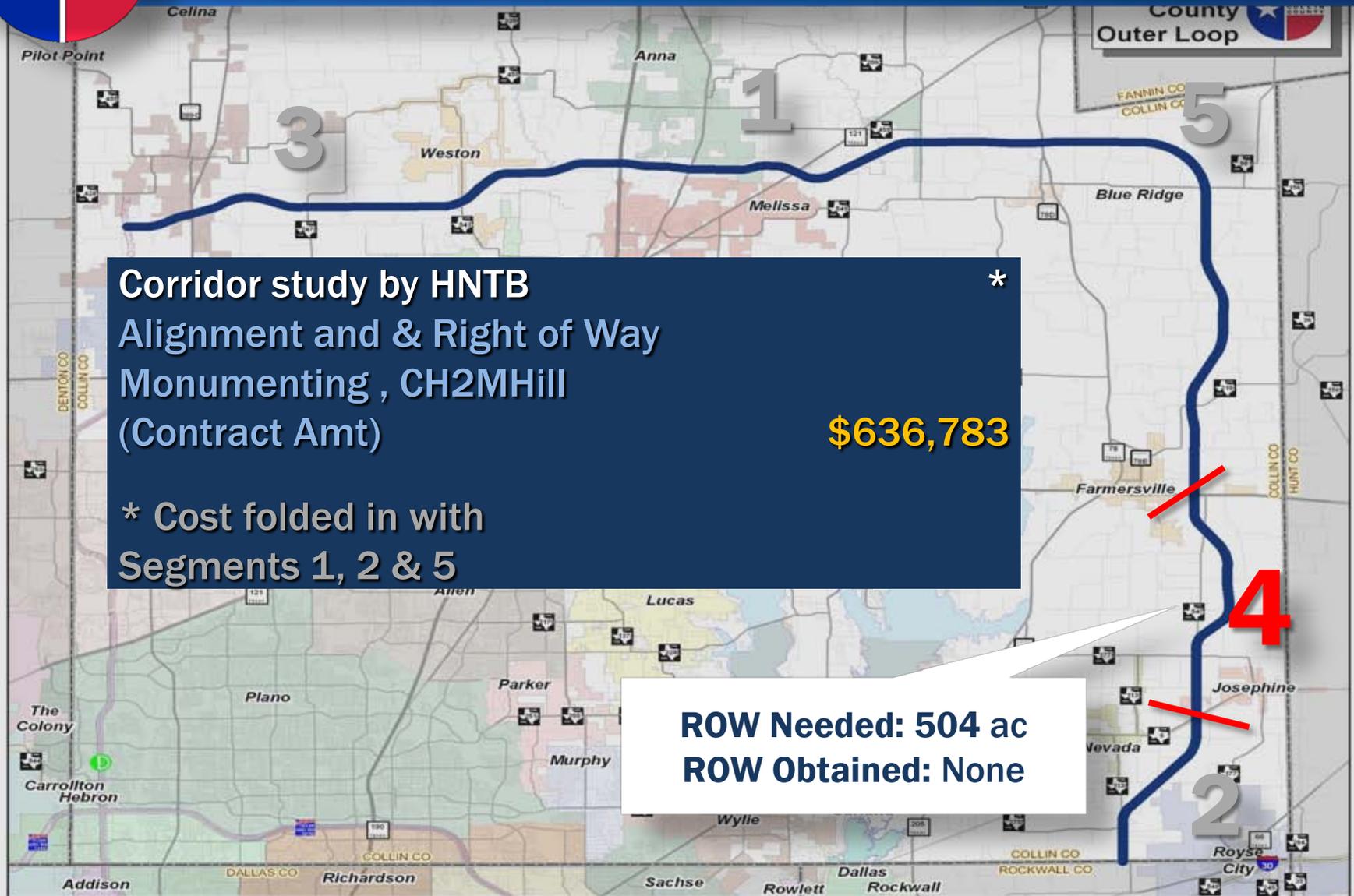
Segment 3 DNT to US 75 (13.8 miles)



Corridor study by Carter and Burgess	\$200,000
Tech preferred Alignment revision & P3 consulting by CH2MHill (Contract Amt.)	\$563,155
Total	\$763,155

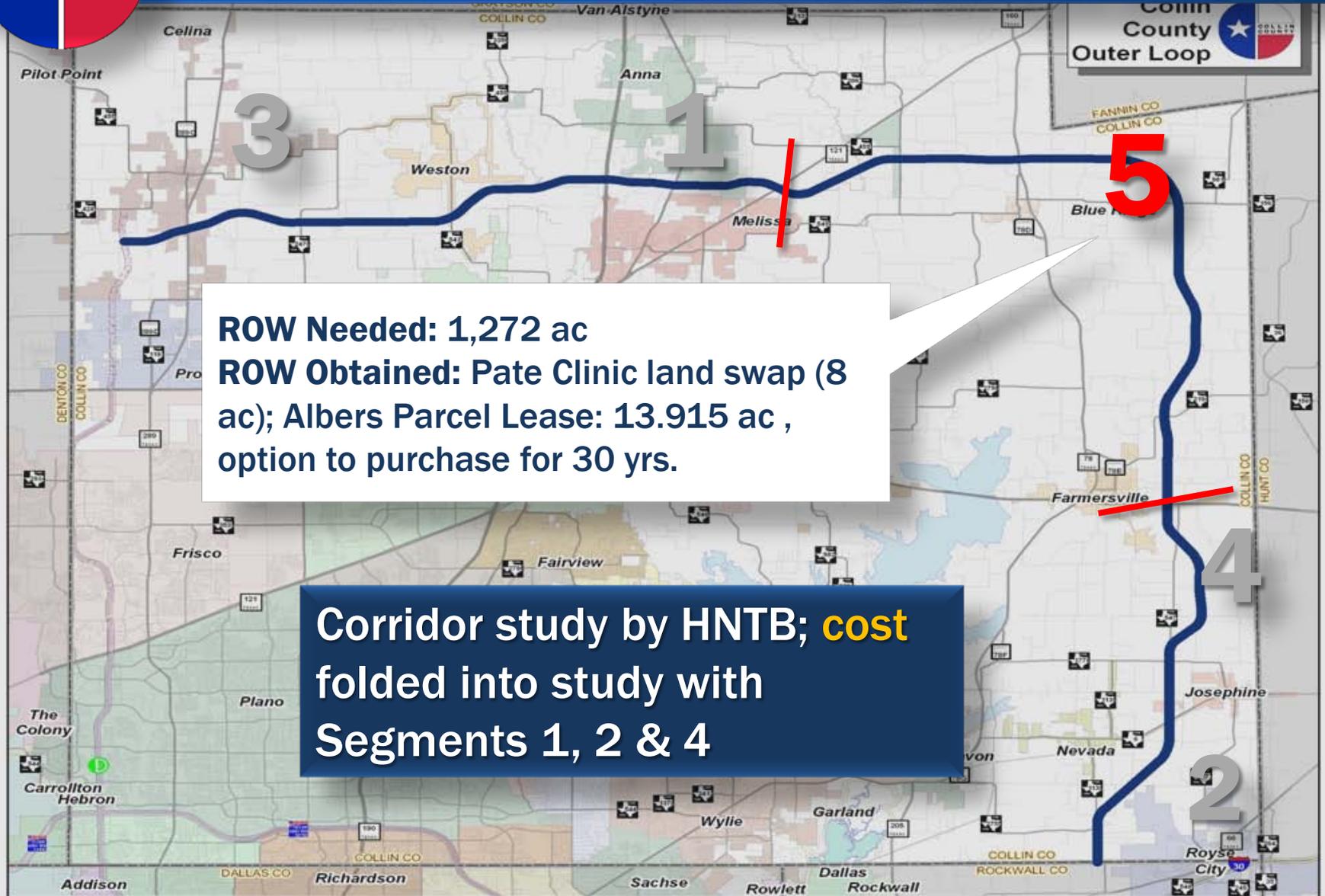


Segment 4 US 380 to FM 6 (7.3 miles)





Segment 5 SH 121 to US 380 (21 miles)





Outer Loop Funding

Current Funding:

RTR Construction Money:	\$12 M
Seg. 1 2007 Bond Project (sold):	\$5.025 M

Future Funding:

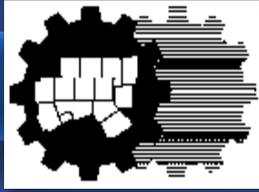
Seg. 3 2007 Bond Project (not sold):	\$4.962 M
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Environmental Status

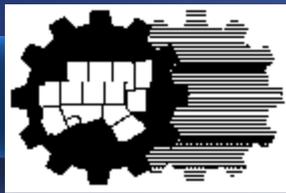
– Sandy Wesch, PE, *NCTCOG*





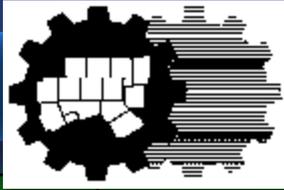
Current Status of Local Environment Document

- **Based on CCTRA approval** of Scope of Work on Nov. 9, 2009, NCTCOG began developing a local environmental document for right-of-way acquisition and a two-lane frontage road
- **Document is 90% complete**
- **Draft sent to Collin County** for review 2/1/10
- **Outstanding items:**
 - Incorporate comments from Collin County
 - Complete indirect and cumulative effects analysis
 - Incorporate results of archeological survey



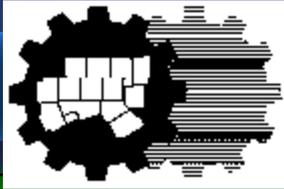
Current Status of Local Environment Document

- **CCTRA approved** of Scope of Work on November 9, 2009, for a local environmental document for right-of-way acquisition and a two-lane frontage road
- **Document has not** been started, awaiting determination of alignment
- **Data collected** for the Regional Outer Loop sent to consultant in October 2009 for use in refining the alignment



NEPA versus Local Environmental

Element	Option 1: Federal NEPA		Option 2: Local Environmental	
	<u>Segment 1</u>	<u>Segment 3</u>	<u>Segment 1</u>	<u>Segment 3</u>
Scope of Project to be Cleared Environmentally	Six-lane tollway with two, two-lane frontage roads		Frontage roads only with wide median for future mainlanes	
Environmental Document Type	Environmental Impact Statement (EIS)		Local (NEPA-like) Environmental Assessment (EA)	
Engineering	<p><u>For the Draft EIS</u> - Requires conceptual engineering (minimum 10% design) for two build alignments</p> <p><u>For the Final EIS</u> – Requires a design schematic (15 to 20% design) of the recommended alternative</p>		Requires a design schematic (minimum 15 to 20% design) of the preferred alternative ¹	
Estimated Timeframe for Environmental Approval	4 to 6 years		6 to 12 months	12 to 18 months
Lead Agency	FHWA/TxDOT		CTA	CTA
Environmental Study Costs	\$1.5 to 2 million (includes EIS, preliminary engineering, and public involvement)	\$5 to 6 million (includes EIS, preliminary engineering, and public involvement)	\$75,000 to 150,000 ²	\$150,000 to \$250,000 ²
Process	Full NEPA with TxDOT review and FHWA approval – <u>Must consider two build alignments in the DEIS</u>		Suggest development of local NEPA-like environmental process and documents with local CTA Board approval. <i>Could include the NTTA as a cooperating agency and get their approval of the document as well.</i>	

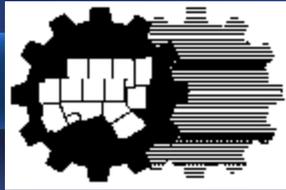


NEPA versus Local Environmental

Element	Option 1: Federal NEPA	Option 2: Local Environmental
Advantages	<ul style="list-style-type: none"> Funding flexibility - option to access to federal and state monies, if available 	<ul style="list-style-type: none"> Relatively quicker timeframes Local control of process but still requires coordination with appropriate state and federal agencies Precedent has been set - Similar process used by NTTA, DART, and DCTA for locally funded projects NEPA-like local document would help expedite any future federal approvals
Disadvantages	<ul style="list-style-type: none"> Timeframe to complete Dependent on TxDOT and FHWA The mainlanes would likely be built many years after the frontage roads. This would require a re-evaluation of the EIS would prior to building the mainlanes (two-year process). 	<ul style="list-style-type: none"> Need to get buy-in from TxDOT and NTTA if there is a potential they could build, operate, or maintain portions of the project Would require a federal environmental NEPA document if federal and/or state money was requested in the future, which could seem as doing the same study twice. <u>However, if the corridor is established by building frontage roads, it is likely that a federal EA could be prepared rather than an EIS for the mainlanes.</u> Furthermore, the mainlanes would likely be built many years after the frontage roads, which would also require environmental review in the form of a re-evaluation.

Note:

1. If it is anticipated that the NTTA or TxDOT will ultimately operate and maintain the roadway, the right-of-way acquisition, geometrics, and pavement design must conform to their standards.
2. Cost will vary based on method used and assumes the current consultant contracts would provide an adequate level of engineering and public involvement.

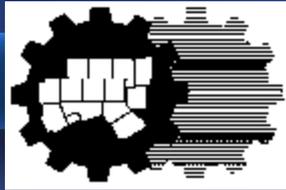


Local Clearance to Federal Clearance

- A new location controlled access facility would require an EIS (23 CFR 771.115)
- In an EIS, FHWA requires the evaluation of more than one build alternative even though the local government may have purchased right-of-way or identified a preferred alternative

“Where land has been or will be reserved or dedicated by local government(s), donated by individuals, or acquired through advanced or hardship acquisition for use as highway right-of-way for any alternative under consideration, the draft EIS should identify the status and extent of such property and the alternatives involved. Where such lands are reserved, the EIS should state that the reserved lands will not influence the alternative to be selected.”

(FHWA Technical Advisory T 6640.8A)



Local Clearance to Federal Clearance

- Additionally **engineering** would be required:
 - *For the Draft EIS, conceptual engineering (minimum 10% design with profiles) for two build alignments*
 - *For the Final EIS, a design schematic (15 to 20% design) of the recommended alternative*
- **Costs** for engineering, environmental document, & public involvement:
 - *Segment 1 (4.6 miles): \$1.5- 2 million*
 - *Segment 3 (14.2 miles): \$5-6 million*



P3 Workshop

– Thomas Burke, PE, *CH2MHill*



CH2MHILL



CH2MHILL

Presentation Outline

- **Workshop Attendees**
- **Summary of Developer Perspectives**
- **Critical Issues**
- **Advantages of P3 Development**
- **Disadvantages of P3 Development**
- **Questions/Discussion**



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3 Developer Workshops

- **Fluor-Balfour Beatty**
- **Cintra**
- **Zachry-Hastings Alliance**



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Fluor-Balfour Beatty

**Workshop #1:
12/16/09**

Representing Collin County Toll Road Authority (CCTRA)

Joe Jaynes, CCTRA

Jerry Hoagland, CCTRA

Bill Bilyeu, CCTRA

Ruben Delgado, PE, CCTRA

Tracy Homfeld, PE, CCTRA

Jim Shepherd, Shepherd Law Firm

David Medanich, First Southwest Corporation

Ron Davis, First Southwest Corporation

Tom Burke, PE, CH2M HILL

Will Barresi, PE, CH2M HILL

Brian Bellfi, CH2M HILL

Ian Rokeby, CH2M HILL



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Fluor-Balfour Beatty

**Workshop #1:
12/16/09**

Representing Fluor/Balfour Beatty

Dan Stoppenhagen, Fluor

Tuhr Barnes, Fluor

Allyson Fischer, Fluor 12/16/09

John Rempe, Balfour Beatty

Randy Ferraresi, Balfour Beatty



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Cintra

**Workshop #2:
12/16/09**

Representing Collin County Toll Road Authority (CCTRA)

Kathy Ward, CCTRA

Bill Bilyeu, CCTRA

Ruben Delgado, PE, CCTRA

Tracy Homfeld, PE, CCTRA

Jim Shepherd, Shepherd Law Firm

David Medanich, First Southwest Corporation

Ron Davis, First Southwest Corporation

Tom Burke, PE CH2M HILL

Will Barresi, PE CH2M HILL

Brian Bellfi, CH2M HILL

Ian Rokeby, CH2M HILL



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Cintra

**Workshop #2:
12/16/09**

Representing Cintra

**Alberto Gonzalez
Kate Flanagan**



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Zachry-Hastings Alliance

**Workshop #3:
12/17/09**

Representing Collin County Toll Road Authority (CCTRA)

Keith Self, CCTRA

Matt Shaheen, CCTRA

Bill Bilyeu, CCTRA

Ruben Delgado, PE, CCTRA

Tracy Homfeld, PE, CCTRA

Jim Shepherd, Shepherd Law Firm

David Medanich, First Southwest Corporation

Ron Davis, First Southwest Corporation

Tom Burke, PE, CH2M HILL

Will Barresi, PE, CH2M HILL

Brian Bellfi, CH2M HILL

Ian Rokeby, CH2M HILL



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Zachry-Hastings Alliance

**Workshop #3:
12/17/09**

Representing Zachry-Hastings Alliance

**Sonny Brown, Zachry
Wendy Norris, Hastings
Gary Kuhn, Zachry
Dario Perdomo, Zachry
Thuy Phan, Zachry
Jennifer Minx, Zachry
Tom Townley, Zachry**



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Developer Perspectives Summary

- **2030 traffic** supports P3 development long term, but need to confirm likelihood of positive cash flow in 10 years
 - Need sketch level T&R study to address
 - Need toll finance pro forma analysis
- **Private Financing available** for projects at \$200 +/- million first phase
- **Developers** will do their own investment grade T&R studies; CCTRA T&R study useful for data, not Developer conclusions
- Need to **resolve environmental** issues
- **Future connections** to IH-30 & IH-35 may be needed for ultimate P3 feasibility
- Future **direct connect** to US 75 essential



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Developer Perspectives (cont.)

- Would bring **Equity** of 25% to 30% of project cost at higher interest rates
- Pursue **Debt** of 70% to 75% of project cost at interest rates comparable to public finance rates
- Prefer **2-step procurement** process
- Prefer developer/owner meetings to work out **risk allocation**; TxDOT procurement docs acceptable
- Differing perspectives on **hard bid vs. qualifications** only selection process
- Differing views on **stipends, bid bonds, performance bonds** and use of 3rd party toll collectors
- Recommend build **tolled main lanes first**; defer construction of non-tolled competing frontage roads
- Recommend **2+2 roadway configuration**



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Advantages of P3 Development

- **Greater Time and Budgetary Certainty**
- **Lower Life Cycle Costs**
- **Risk Transfer from Public to Private Sector**
- **Access to New Pools of Capital**
- **Ability to Raise Larger Sums**

Source: *Report of the Texas Legislative Study Committee on Private Participation in Toll Projects; Final Report to the Texas Legislature; December 2008*



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Disadvantages of P3 Development

- **Loss of Revenue to Private Developer**
- **Loss of *Some* Project Control**
- **Public Concerns about Private Ownership of Transportation Assets**
- **Complex Procurement & Contract Management**



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Questions / Discussion



Tri-County Discussion

– Commissioner Jerry Hoagland, *Pct. 2*



Legislative Status

– Jim Shepherd

Collin County Toll Road Authority Legislative Issues



Over 7000 bills introduced

- Search for:

“Transportation, Highway, Toll”

- 1,822 “hits” for bills introduced

- 903 “hits” for bills engrossed or enrolled



Chapter 284 – Transportation Code

County Toll Road Authorization

Attacks on County Toll Roads

- A. Repeal
 - Example of repeal
 - SB 882 Transportation
 - HB 2334 Companion Bill

Section 11 of each –

- “Section 11. Sections 366.2521 and 366.2522 Transportation Code, are repealed.”

Options

- SB 17 – 8 specific toll projects
 - 1st option: CTRA – 6 months
 - 2nd option: Transportation Commission, or TxDOT

Agreements

- HB 2334 –
“Local governmental entity” (CTRA)
- Could not proceed with a toll road without a written agreement with the “Authority”
- Ch. 366 - NTTA

Reservations

- SB 855 – A county could not operate a service (including rail) “reserved” to an authority under:
 - 451 – Metropolitan Regional Transit Authority
 - COG
 - 452 – Regional Transportation Authority
 - NTTA
 - 460 – Coordinated County Transportation Authority
 - Denton

Primacy

- SB 882 –
 - County “may petition” the applicable authority

OR

- Oldest local toll road entity has primacy over the newest

Landslide

- HB 300 – over 900 pages of amendments
 - (1) Primacy
 - (2) Options
 - (3) Advertising by county for toll road information
 - (4) Prohibit county judges of the state from lobbying



Action Items

- **P3:** Proceed with an RFQ/RFP?
- **Tomlin Proposal:**
- **Traffic and Revenue Study:** Move forward?
- **Environmental:** Local Option vs. Federal overall?
- **Segment 1:** Construction of service road or continue looking at bldg main lanes?