Public Hearing
Tarrant/Dallas Counties

May 26, 2009

DFW CONNECTOR

Public Hearing Agenda

Welcome and Project Overview

10 Minute Recess

Public Comments

Public Hearing Purpose

- Describe DFW Connector project
- Describe project financial information
- Provide opportunity for public comment on financial information for the project

Public Comments

Oral Comments Tonight:
Please sign up at the front desk to speak
Court reporter will also be available to document oral comments

Mail Written Comments to:
Ms. Maribel P. Chavez, P.E.
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115

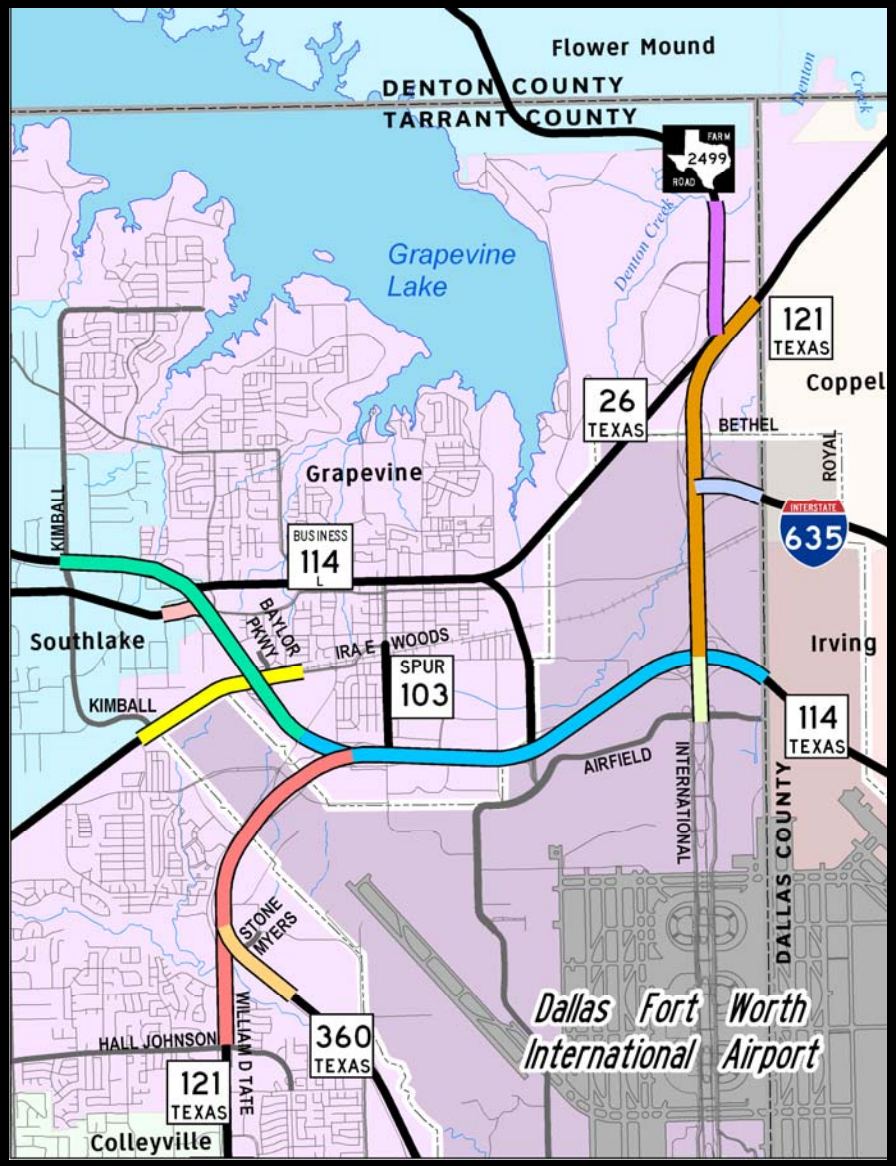
E-Mail Written Comments through Project Web Page: www.txdot.gov
Search keyword: DFW Connector

**** Written Comments must be postmarked by May 29, 2009**

Summary and Analysis of Comments to be Posted on Project Web Page

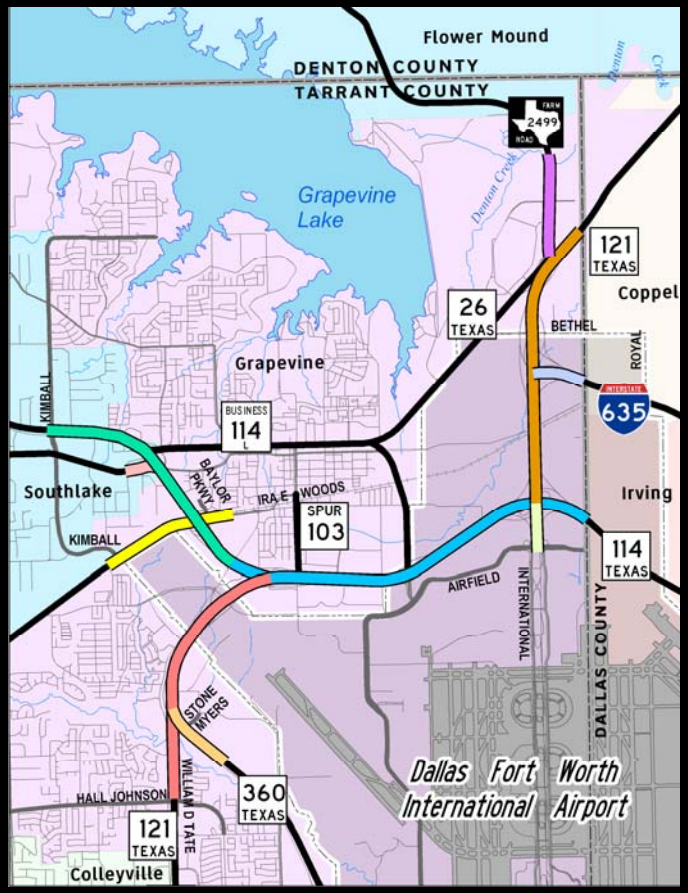
DFW CONNECTOR

State Highway 114
State Highway 121
Interstate 635
State Highway 26
State Highway 360
Farm-to-Market Road 1709
Farm-to-Market Road 2499



William D. Tate Ave.
Mustang Dr.
SH 114
SH 121
Main St.

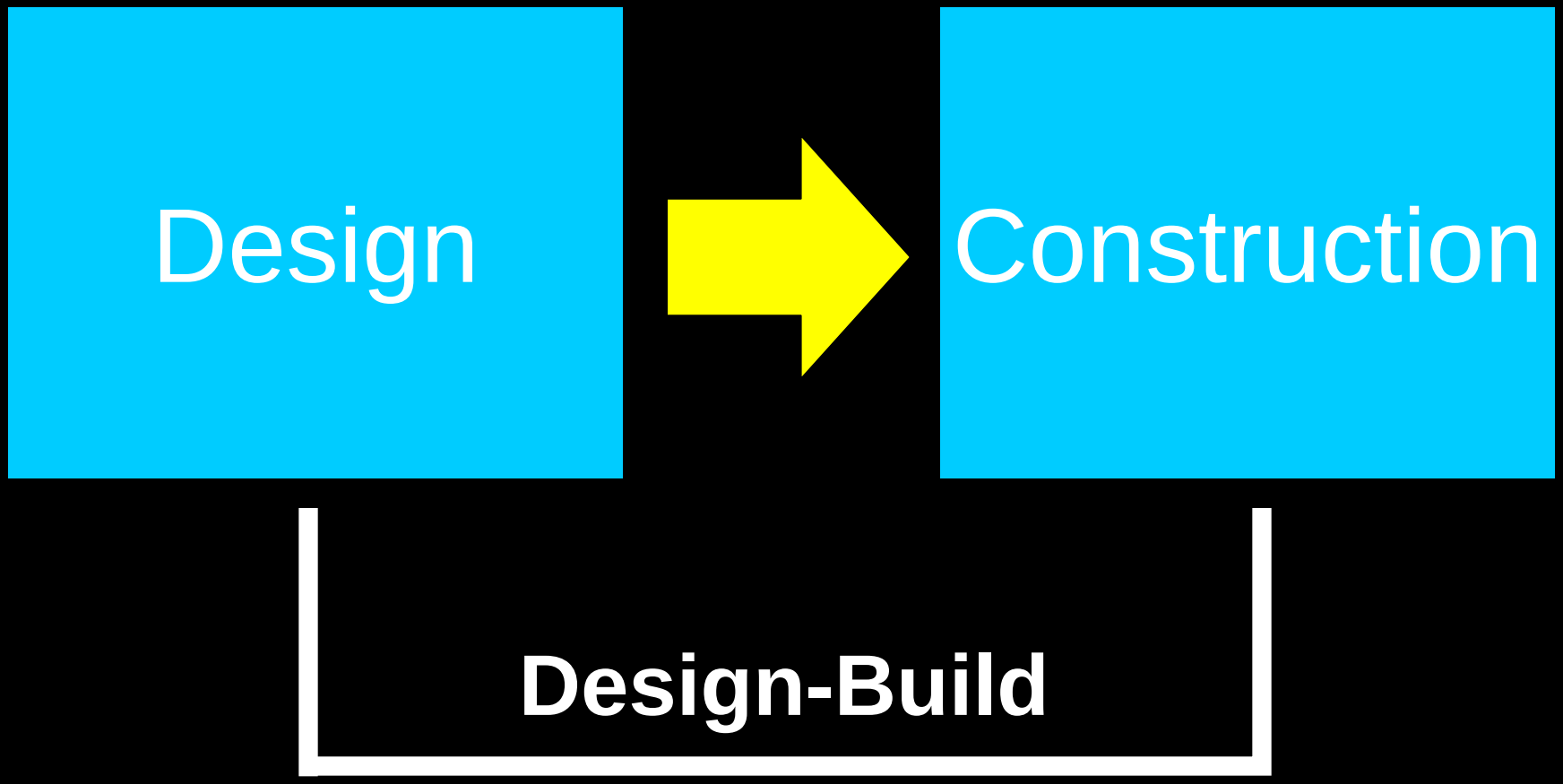
General Description of DFW Connector



- The DFW Connector project team is dedicated to **improving mobility** along SH 114 and SH 121 in a safe, efficient, reliable and environmentally sensitive manner
- The DFW Connector project team is committed to working in **partnership with corridor communities, roadway users and other interested parties** to accelerate construction on this corridor
- Project received environmental clearance by FHWA and FAA in April 2009.

General Description of DFW Connector

- TxDOT solicited proposals and the Texas Transportation Commission has selected an apparent best value proposer for the award of a comprehensive development agreement (CDA) for the DFW Connector
  - Design/Build CDA: **develop, design, build and potentially maintain up to 14.4 miles** of the SH 114/SH 121 corridor including major interchanges at SH 26, SH 121, SH 360, I-635, FM 1709, FM 2499 and International Parkway



One Contract with many Subcontracts

Three Configurations

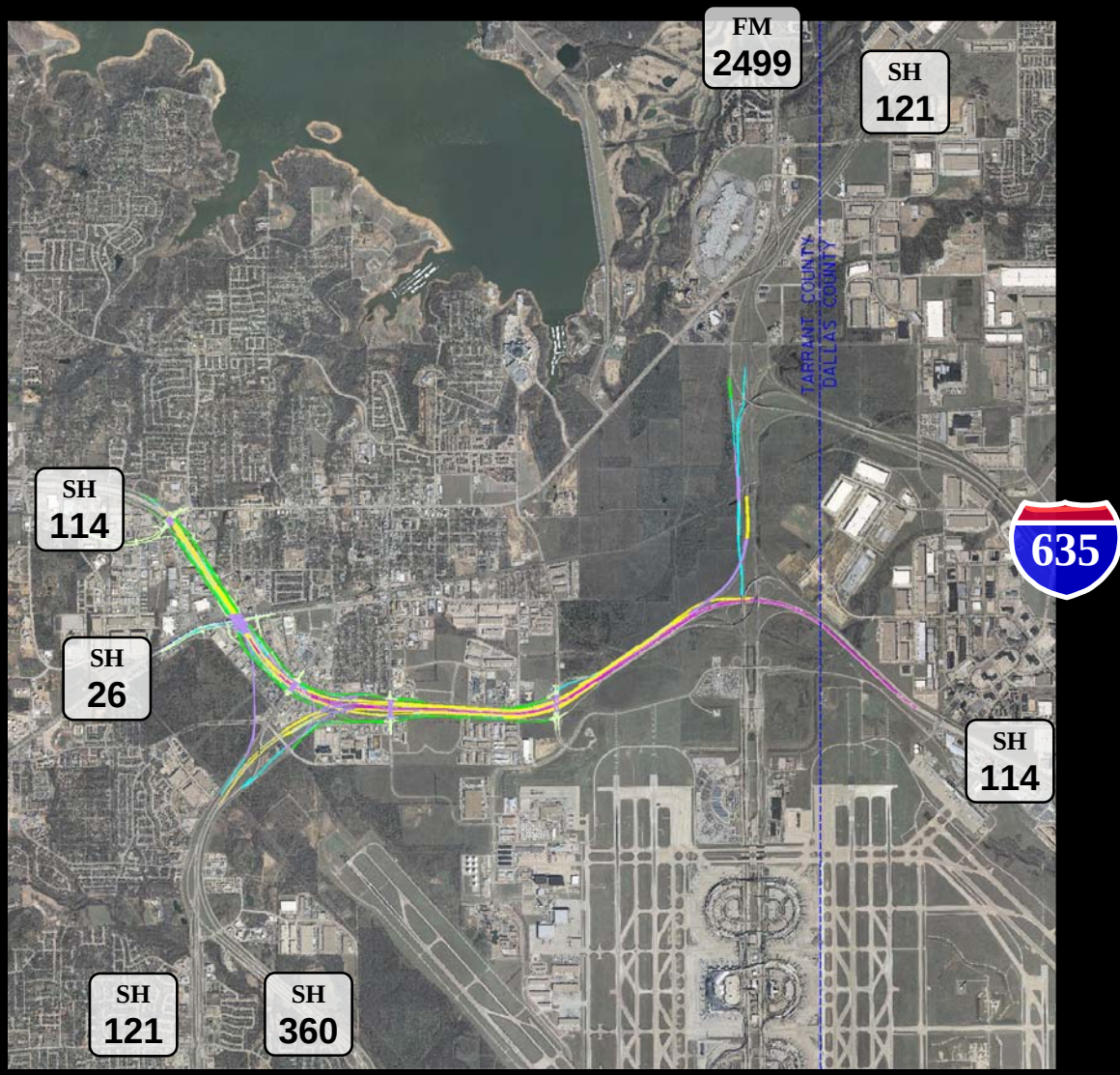
- To maximize funding as it becomes available, TxDOT required the competing teams to submit bids for three configurations of the project

DFW Connector Configuration 1

- Construct Managed Lane – one in each direction on SH 114 from FM 1709 to International Parkway

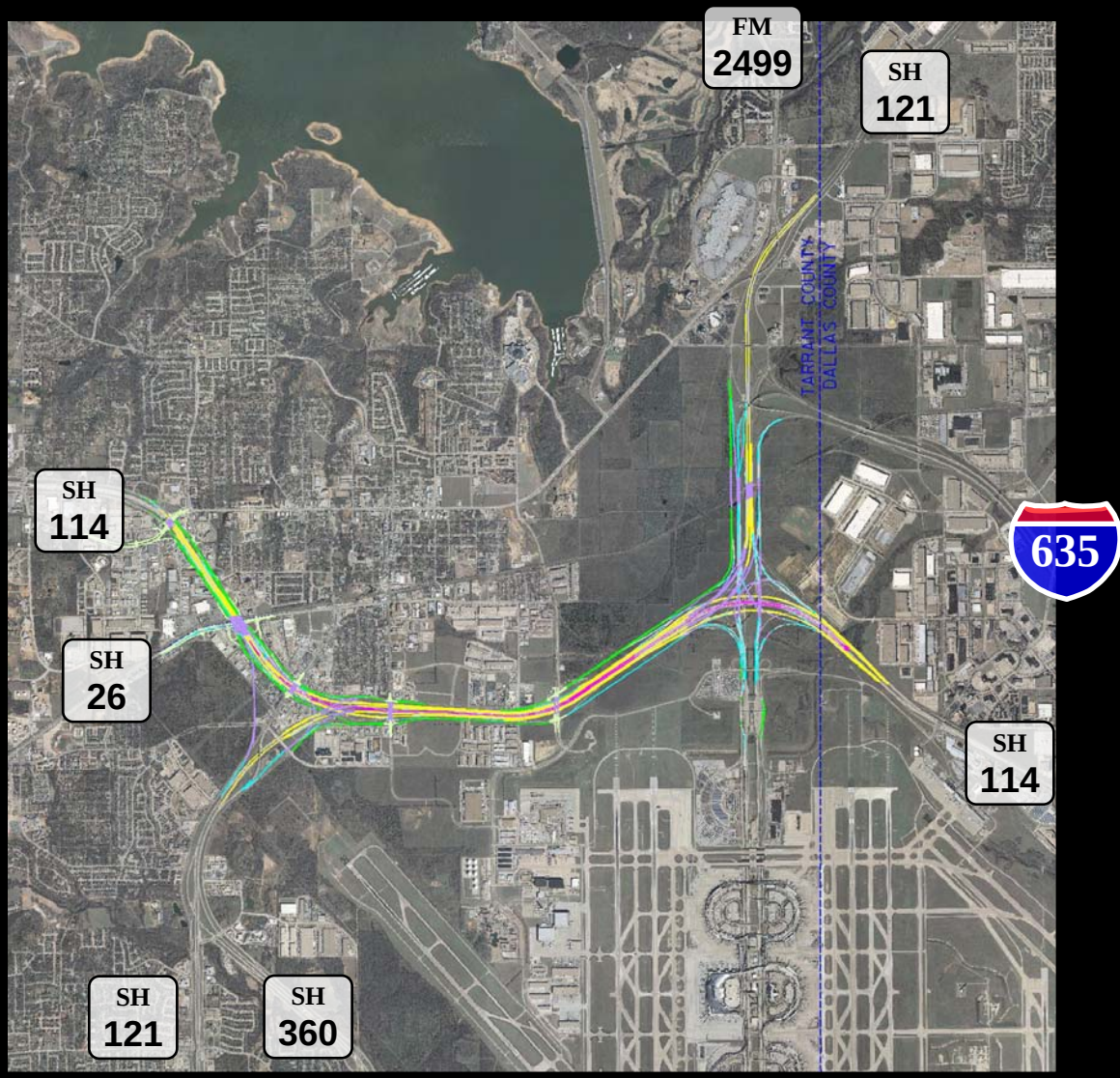
- Reconstruct Main Lanes – 4 to 7 in each direction from FM 1709 to west of International Parkway

- Reconstruct Frontage Roads – 2 to 3 lanes in each direction from FM 1709 to Texan Trail



DFW Connector Configuration 2

- Includes Configuration 1 plus:
- Extend project to the north by reconstructing main lanes & ramps to I-635 and one lane each direction to FM 2499
- Construct Managed Lanes – 2 in each direction on SH 114 from FM 1709 to International Parkway
- Reconstruct Main lanes – 6 to 7 in each direction from FM 1709 to east of International Parkway
- Reconstruct Frontage Roads – 2 to 3 lanes in each direction from FM 1709 to I-635

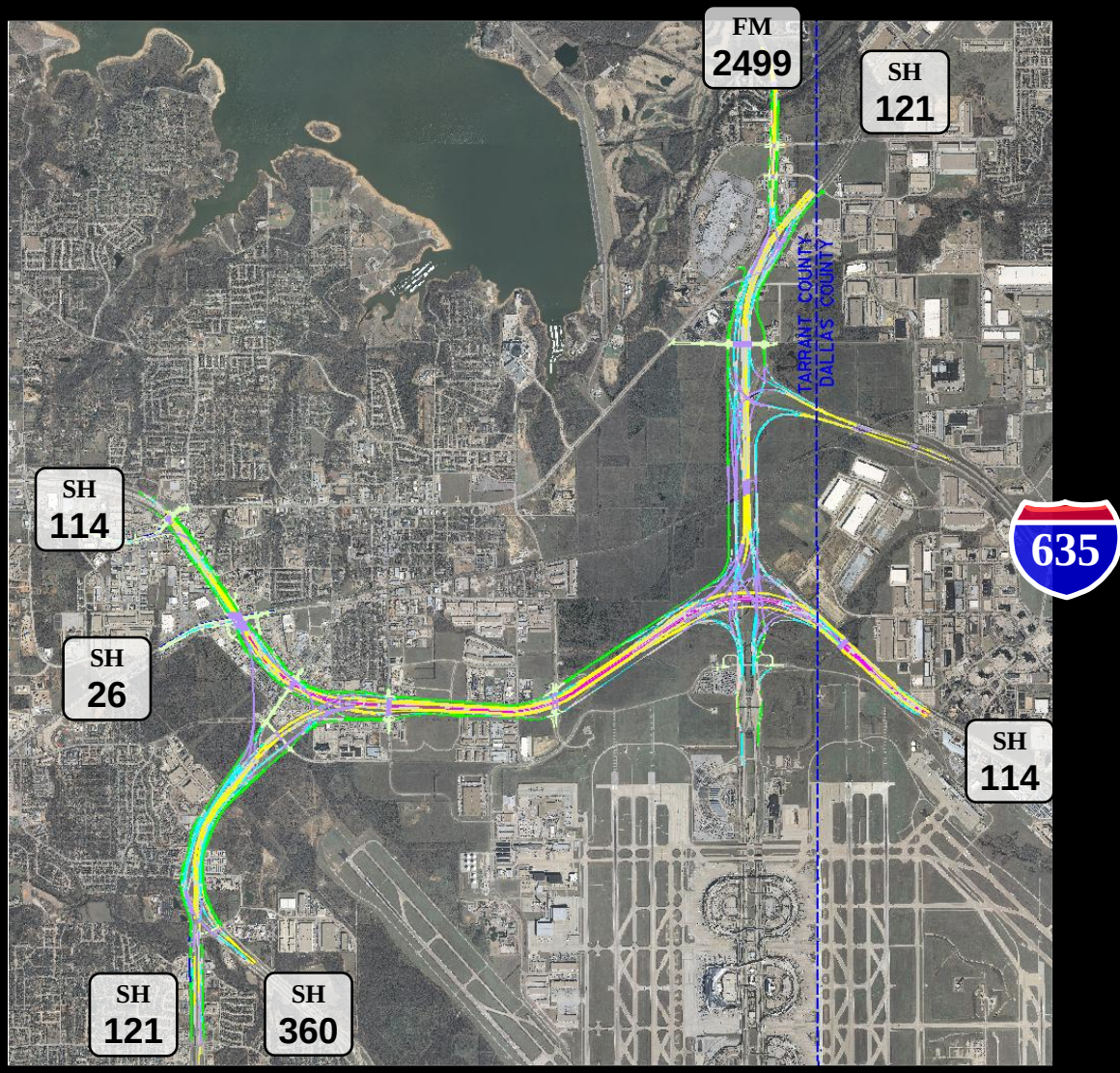


DFW Connector Ultimate Project (Configuration 3)

- Includes Configuration 2 plus:

- Extend project to the north by reconstructing main lanes, ramps, & frontage roads to include FM 2499

- Extend project to the south by reconstructing main lanes, ramps, & frontage roads south of the SH 121/SH 360 split



Managed Lanes

- General purpose lanes are non-tolled lanes that provide frequent access to major cross roads
- Managed lanes are tolled lanes where traffic is kept moving at a more reliable speed (50 mph or greater) by adjusting the toll rate up and down as the number of vehicles or congestion increases or decreases respectively
- Managed on the basis of time of day, vehicle type & occupancy, and pricing/tolls

Source: NCTCOG

Cross Section

114 TEXAS

Westbound

Frontage Road | Non-Tolled Lanes | Center Managed Toll Lanes

Eastbound

Center Managed Toll Lanes | Non-Tolled Lanes | Frontage Road

Regional Transportation Council Policy

Managed Lane Policy (Adopted May 11, 2006, Mod. September 13, 2007)

- Toll rate established to maintain a minimum **50 mph** average managed lane speed.
- Toll rate set up to $0.75 per mile during fixed-schedule phase within first six months.
- Market-based tolls applied during the dynamic-pricing phase after the first six months of operations.
- Single-occupant vehicles pay full rate.
- Trucks pay a higher rate.
- HOV2+ vehicles and publicly-operated vanpools pay full rate in the off-peak period.
- HOV2+ vehicles and publicly-operated vanpools receive **50% discount during Peak Period** (phases out after Air Quality Attainment Maintenance Period)
- For more information: **www.nctcog.org/trans/committees/rtc**

Comprehensive Development Agreement

- Two-step competitive process utilized to select Best Value Proposer

- Request for Qualifications issued December 29, 2006:
  - Four teams submitted responses

- Request for Proposals - TxDOT received proposals on January 12, 2009 from three teams:
  - Gateway Connector Constructors
  - Trinity Infrastructure
  - NorthGate Constructors

- Proposals evaluated on merits of Financial and Technical attributes with determination of Best Value Proposer. Local officials, FHWA, and Office of the Attorney General observed evaluation process.

NorthGate Constructors, JV

- Design/build team was conditionally awarded the DFW Connector by the Texas Transportation Commission on March 26, 2009

- Led by:
  - Kiewit Texas Construction L.P. (Fort Worth)
  - Zachry Construction Corporation (San Antonio)
  - PB Americas, Bridgefarmer, Kimley-Horn, LTRA, Bohannan Huston, and a host of other Texan and American firms

Estimated Costs (excluding ROW)

- **Configuration 1 - $600 Million**
  (ROW $58M)
- **Configuration 2 - $1.05 Billion**
  (ROW $82M)
- **Configuration 3 - $1.5 Billion**
  (ROW $103M)

Contract Details

- Team will **develop, design, build,** and **potentially maintain** up to 14.4 miles of the SH 114/SH 121 corridor including major interchanges at SH 26, SH 121, SH 360, I-635, FM 2499 and International Parkway

- **Interoperability** – drivers will be able to use any toll tag currently available for use in Texas

- NTTA is paid to collect the tolls for TxDOT

- The State of Texas retains ownership and oversight of the project

Project Funding

- **Project uses public funds**

  $667M in public gas-tax dollars

  <u>$250M</u> in ARRA stimulus funds

  $917M total funding available

- **Funding of the project will not include debt and therefore no interest will be paid**

Project Information

- TxDOT will collect tolls on the managed lanes throughout the project's operating life.

- The design/build team **<u>will not</u> bring an upfront payment and no long-term lease agreement**. When the project is constructed, the team's work is done unless TxDOT chooses to have them provide maintenance.

- There will be no concession payments

Regional Tolling Policy

- The initial toll rates will follow the North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) managed lane policy

- Traffic speed and volume will dictate pricing, and the pricing is expected to vary at different times of a typical weekday, between weekdays and weekend days, and over time

Regional Tolling Policy

- The RTC specifies an initial maximum toll rate of $0.75 /mile during the first 180 days after traffic operations commence on the managed lanes

- Dynamic pricing goes into affect after the initial 180 day period:
  - If demand is low, such as during off-peak hours, a lower toll rate may be charged
  - If demand is high, such as during peak commute times, a higher toll rate may apply as described below

- During dynamic pricing, the toll rate will be subject to increase or decrease in not less than five minute intervals depending on average traffic flows or average speeds

Estimated Tolls for Managed Lanes

- Under anticipated operating conditions the estimated cost in tolls to travel per mile in today's dollars are:

2014 (opening year)	2029
$0.16*	$0.24*

* RTC specifies an initial maximum toll rate of $0.75/mile.

Contractual Competing Facilities Provisions

- There are no terms in the CDA related to competing facilities and there are no penalties associated with their construction
- Any other transportation facilities may be built at any time by anyone including TxDOT

Termination for Convenience Provisions

- TxDOT has the right to terminate the CDA at any time without cause

- If TxDOT elects to exercise this right, TxDOT must pay NorthGate Constructors for the design and construction work already performed under the CDA and the costs of terminating subcontracts

Next Steps by Spring/Summer 2009

- Review of CDA by
  - Federal Highway Administration
  - Attorney General
  - Legislative Budget Board

- Execute CDA

For more information about the project, the contract, and NorthGate Constructors' proposal and technical drawings, visit:

www.txdot.gov

KEYWORD: DFW Connector

or

Fort Worth District Office, I-20 & McCart, Fort Worth, Texas 76133

Recess

- 10 Minute Recess
  - Please register your attendance and sign up to speak at the front desk
- Public Comment Period Following Recess

Public Comment Period

- Please note that we will not attempt to respond to your comments at this time

- Please state your name and address for the record

Public Comments

Oral Comments Tonight:
Court reporter available to document oral comments

Mail Written Comments to:
Ms. Maribel P. Chavez, P.E.
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115

E-Mail Written Comments through Project Web Page: www.txdot.gov
Search keyword: DFW Connector

**** Written Comments must be postmarked by May 29, 2009**

Summary and Analysis of Comments to be Posted on Project Web Page