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Trends that Require New Transportation Alternatives

- Growing population
- Rising demand for added capacity
- Aging infrastructure
- Increasing maintenance costs
- Anticipated decline in gas tax revenues
- Rising construction and right of way costs
- Pay as you go can't keep up with demand


The Choices

- Do nothing more than we're doing now
- Improve existing footprints
 - Widen existing roadways
 - Double deck roadways
- Construct loops around cities
- Construct parallel corridors (such as Trans-Texas Corridor)

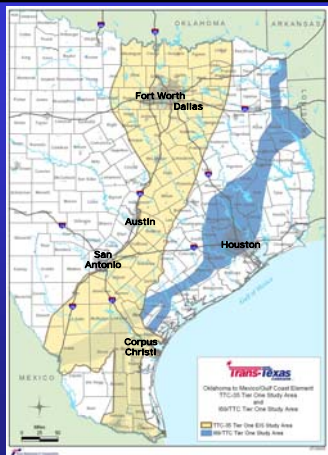
Trans-Texas Corridor "TTC" Vision

Announced in January 2002

- Multi-modal contiguous corridor
- Mobility
- Congestion relief
- Safety
- Efficiency
- Economic development
- Environmental quality




TTC-35 and TTC-69 Study Areas



Legend:
 - TTC-35: Tier One Study Area (Yellow)
 - TTC-69: Tier One Study Area (Blue)
 - I-35/TTC: Tier One Study Area (Light Blue)
 - I-69/TTC: Tier One Study Area (Light Blue)

A Focus on TTC-35

The Problem



Population		
	2000	2050
TTC-35 Corridor	10,861,302	23,402,742
Texas Total	20,851,790	41,054,973
% of State's pop. in TTC-35 Corridor	52 %	57 %

Conceptual

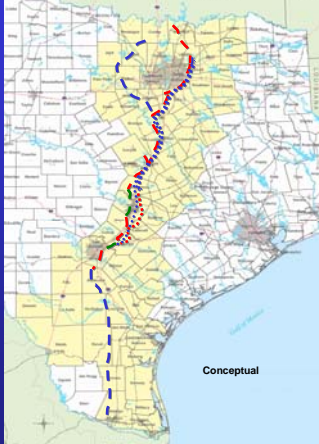
The Problem

Current and Projected Traffic on Interstate 35 (Average Daily Traffic)					
Year	San Antonio	Austin	Temple	Waco	Dallas
Current	170,000	223,000	70,000	86,000	211,000
2030	200,000	234,000	120,000	101,000	270,000
2050	290,000	320,000	175,000	170,000	350,000

The TTC-35 Proposers

	Fluor	Trans Texas Express, LLC (TTEX)	Cintra
Equity Owners	Fluor Enterprises	Skanska BOT Telvent Hensel Phelps Chiang, Patel & Yerby	Cintra Zachry Construction
Major Participants	Parsons Brinckerhoff	Skanska USA Civil Turner Collie & Braden DMJM+Harris Corgan Morgan Stanley	Ferrovial Agroman Earth Tech, Inc. PriceWaterhouse Coopers J.P. Morgan Securities

Potential Facilities Proposed by Cintra Zachry



- Near Term (2005 - 2010)**
 - SH 130 - Segments 5 and 6
 - Dallas Southeast Connector
 - Dallas Northeast Connector
 - Georgetown to Temple
 - Temple to Dallas SE Connector
 - San Antonio Southeast Loop
 - UP Railroad Relocation (MoPac)
- Mid Term (2010 - 2025)**
 - IH 10 Expansion, Seguin to San Antonio SE Loop
 - SH 130 - Segments 1 to 4
- Long Term (2025 -)**
 - Dallas to Austin Freight Rail
 - Dallas to Austin High Speed Rail
 - Austin - San Antonio High Speed Rail
 - Fort Worth Southwest & Northwest Connector
 - San Antonio to Rio Grande Valley

Conceptual

The TTC-35 Contract

- Comprehensive Development Agreement (CDA)
 - A 50-year agreement between TxDOT and CZ
 - Integrates private sector equity and innovation
 - Provides an umbrella framework for the long-term partnership
 - "Project" means the entire corridor from Oklahoma to Mexico
 - "Facility" means the individual segments to be designed, construction, operated, and maintained




The TTC-35 Contract

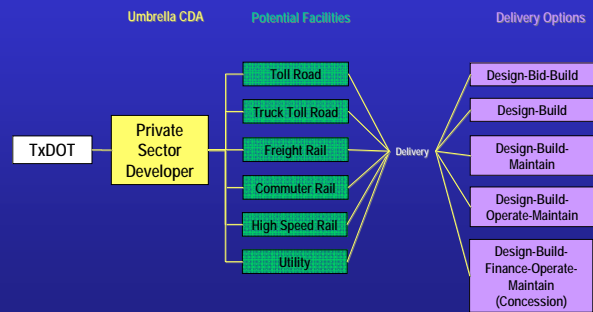
The CDA requires:

- Facility Agreements for development of each segment
- Each Facility Agreement will:
 - Outline specific contractual terms, obligations, and delivery method
 - Comply with the Tier 1 and Tier 2 environmental processes

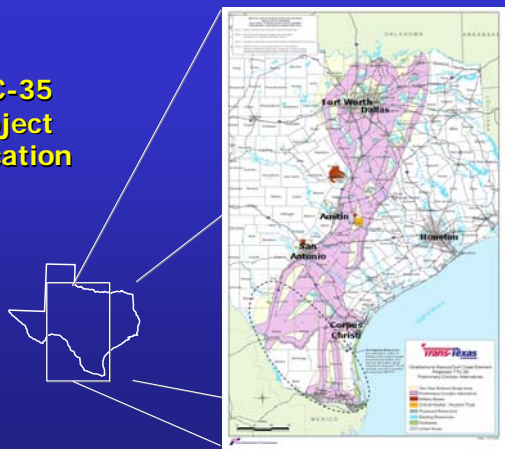
The TTC-35 Contract

- The CDA commits TxDOT to approximately 18 months of planning activities, capped at \$3.5 million, plus ongoing updates
- The CDA does not guarantee any design or construction of any Facility

CDA Contractual Relationships Options Provided by the TTC-35 CDA



TTC-35 Project Location

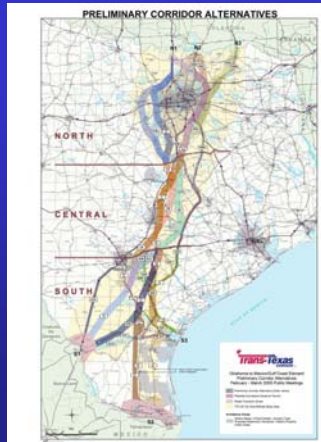


TTC-35 Environmental Process

- TxDOT is using a two tier process:
 - Tier 1
 - Studying corridor issues at a broad level
 - Does not authorize construction
 - Study area includes 77 counties
 - Public meetings (3 rounds so far, 9700 people)
 - Anticipating a public release of the Draft Environmental Impact Statement Fall 2005
 - Will identify a preferred corridor
 - Public hearings begin February 2006
 - Record of Decision anticipated December 2006

TTC-35 Preliminary Corridor Alternatives

(to be narrowed to one preferred corridor in the Draft EIS)

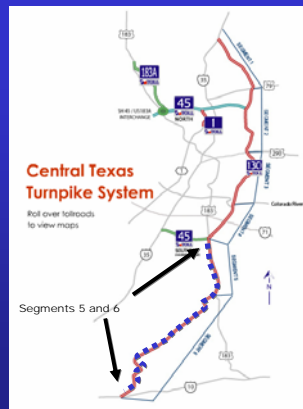


TTC-35 Environmental Process

- TxDOT is using a two tier process:
 - Tier 2
 - Will apply to specific facilities within the Tier 1 corridor, if / when they are ready for development
 - Much greater detail study
 - Must be completed before any Corridor Facility can be constructed

SH 130 Segments 5/6

- The final two segments of SH 130, from SH 45 near Lockhart to I-10 near Seguin
- Not part of TTC-35, but considered a supporting facility for connectivity and finance
- CDA allows TxDOT to move ahead on projects like SH 130 that support the corridor and have been environmentally cleared through a separate process



TTC-35: A Look Ahead

- Create the Master Development and Financial Plans
 - The Master Plans will outline Facilities over three future timelines:
 - Near-term (first 5 years)
 - Mid-term (years 5 to 15)
 - Long-term (beyond 15 years)
 - The Master Plan will be updated by TxDOT and CZ on an ongoing basis and as Facilities are developed throughout the Corridor

TTC-35: A Look Ahead

Create the Master Development Plan

- Identify potential Facilities in the Corridor
 - Characteristics (location, mode, interconnections)
 - Conceptual design and cost
 - Phasing for development, design, and construction of potential Facilities
- Identify Facility and Corridor milestones and overall schedule

TTC-35: A Look Ahead

Create the Master Financial Plan

- For all potential Facilities, identify:
 - Estimates of capital costs
 - Sources and amounts of revenues over time
 - Sources and amounts of financing
 - Operations, maintenance, renewal, and replacement costs
- For all near-term Facilities, identify:
 - Comprehensive financial model

The Future of TTC-35

- The Corridor will take a long time to develop
- The CDA with CZ is a 50-year contract, but doesn't guarantee any Facility construction
- Individual Facility Agreements will be negotiated and developed over time with a variety of developers
- Website for ongoing updates:
www.keeptexasmoving.org

Final Thought:

Everything really is bigger in Texas!