



Myth vs Reality

COMMON MISCONCEPTIONS ABOUT TTC-35

TTC-35 will be 10 miles wide.

Response: No. If federally approved, the *study area* would be 10 miles wide. Then, additional studies would be conducted within the 10-mile wide study area to identify a final route. If roads, rail and a utility corridor are located adjacent to each other, TTC-35 would be no more than 1,200 feet wide. Also, where existing roads and railways can be incorporated, the amount of right of way needed would be less.

TxDOT already knows the location of the project and will direct Cintra Zachry where to build it.

Response: No. The location of TTC-35 is not yet known. Like all transportation projects, TTC-35 must go through a federally-required environmental study to identify a route. Property cannot be purchased and construction cannot begin unless TTC-35 has been environmentally approved by the Federal Highway Administration.

By taking thousands of acres off the tax rolls, the corridor will remove thousands of dollars and cripple local governments' ability to provide services.

Response: No. Businesses generate more in tax revenue for local communities and school districts than undeveloped. As with any transportation project, business development will occur near the corridor bringing increased tax revenue for local services.

TTC-35 will make it impossible for small communities to exist due to access issues.

Response: No. According to state law, there must be a direct connection to the TTC with interstate, state, and US highways. Connections to farm-to-market, county and local roads will also be considered as design plans are developed.

TTC-35 will wipe out entire towns and communities.

Response: No. TTC-35 will go around populated areas. In fact, the potential impact to communities is one of the environmental factors considered in the study. In addition, to encourage economic development along TTC-35, there will be connections from TTC-35 to communities along the corridor.

Counties will have to pay to build crossings over the corridor and residents will have to pay to cross.

Response: No. Interchanges and overpasses will be constructed as part of the TTC-35. Counties will not have to pay for these connections nor will motorists be charged to cross TTC-35.

All land will be acquired under eminent domain at pennies on the dollar.

Response: No. Any land needed will be purchased and property owners will be paid fair market value. There will be an independent appraisal, an offer, and opportunity for negotiation. If the property owner is still not satisfied with the TxDOT offer, he has the same due process rights of a jury trial through the judicial system.

TxDOT has the authority to condemn property for private use and operate commercial facilities associated with the Trans-Texas Corridor.

Response: No. TxDOT can only acquire property for transportation purposes. If customer service facilities are needed, such as gas stations or convenient stores, TxDOT may acquire the land but the private sector will provide those services. In other words, any competition will be among private businesses and the landowner retains development rights. According to state law, Cintra Zachry, nor any other developer of TTC projects, will be allowed to operate these facilities.

TxDOT will transfer its eminent domain authority to a private entity hired to develop the corridor.

Response: No. TxDOT cannot delegate the power of eminent domain to a private or third party. A developer for the TTC will not be condemning land.

All land will be owned by the Spanish government.

Response: No. TTC-35 is a state-owned project and any land purchased or transportation improvements built will be done in the name of the state. All property acquired will be the property of the State of Texas. Should Cintra Zachry or another private group develop any portion of TTC-35, their role will be to finance, design, build, maintain, operate and collect a portion of tolls for a period of time.

TTC-35 will open up the borders to Mexico and allow unlimited access for Mexican immigrants.

Response: No. International crossings will not be built as part of the TTC-35 but will connect to existing border crossings. These international crossings are subject to state and federal laws.

Tolls on TTC will be set at whatever Cintra Zachry wants.

Response: No. TxDOT will establish toll rate methodology for how toll rates will be set. Tolls will be set at a price that the market will bear. If it is too expensive, motorists will not use the road.

Traffic is not bad and can be handled by upgrading existing facilities.

Response: No. Planned improvements to I-35 will continue but are not expected to substantially reduce the congestion levels that are predicted for 2025 and beyond. Some studies indicate that I-35 would need to be expanded to 16 lanes in metro areas and 12 lanes through Central Texas.

The Cintra Zachry contract is a big secret and no details have been made available to the public.

Response: No. The contract is a public document and is available online at www.keeptexasmoving.org. Just as no business owner wants to share his financial investments with his competitors, potential TTC developers do not want to share theirs. Texas needs an even playing field among competitors so that it can attract private sector capital to build needed transportation improvements. For these reasons, proprietary information on Cintra Zachry should not be released.

TTC will pave over cemeteries and destroy historic properties.

Response: TxDOT's goal is to avoid cemeteries and historic properties. TxDOT works with local, state and federal agencies to identify these areas so that any impacts are minimized. It is during route-specific studies (Tier Two) that actions to avoid or minimize potential impacts will be developed.

Large tracts of land will be taken only to wait decades for the corridor to be built.

Response: If property is not immediately necessary for the transportation project, the department will strongly consider purchasing options and offer lease-backs to allow the property owner to continue occupying the land.

If a developer is unable to make payments to its lien holders, the road would be shut down and the state would have to bail out the developer.

Response: No. TTC-35 is a state-owned project and would remain open regardless of a developer's ability to make payments to the bondholders. All financial obligations are between the developer and the bondholders. By law, the state cannot be held responsible for a private developer's financial obligations.

TxDOT has the authority to pump groundwater and strip the minerals beneath the surface.

Response: No. State law prohibits TxDOT from extracting groundwater for commercial purposes. TxDOT does not acquire the mineral rights and has no authority to drill for minerals on state-owned land.

For more information
www.keeptexasmoving.org

