

I-69 Corridor Segment Committee 1 and 2
Kick-off Meeting
April 15
Nacogdoches, Texas

10:00 a.m.	Welcome/ Introductions	Mark Tomlinson <i>Division Dir., Texas Turnpike Authority Div, TxDOT</i>
10:15 a.m.	Presentations	
	<i>Overview of I-69 Corridor Planning</i>	
	- I-69 Corridor: Current & Future Plans	Ed Pensock <i>Dir. Corridor Planning Texas Turnpike Authority Div, TxDOT</i>
	- Other Corridor Initiatives	Ed Pensock <i>Dir. Corridor Planning Texas Turnpike Authority Div, TxDOT</i>
	- Environmental Efforts	Doug Booher <i>Environmental, Texas Turnpike Authority Div, TxDOT</i>
	- Environmental Efforts	Jack Heiss <i>Project Development, Texas Turnpike Authority Div, TxDOT</i>
	<i>Corridor Vision 2009/Guiding Principles</i>	Mark Tomlinson <i>Division Dir., Texas Turnpike Authority Div, TxDOT</i>
	<i>Role of Segment Committees</i>	Mark Tomlinson <i>Division Dir, Texas Turnpike Authority Division, TxDOT</i>
	<i>Recommendations from I-69 Advisory Committee</i>	Advisory Committee
11:15 a.m.	Questions & Answers	Texas Dept. of Transportation
11:45 a.m.	Committee Organization & Future Meetings	Texas Dept. of Transportation <i>Gov't & Public Affairs Div.</i>
Noon	End Meeting	



Innovative Connectivity in Texas

VISION 2009

I-69 Corridor: Current & Future Plans Corridor Initiatives

History of I-69 Initiative



Federal

- **1991** - Congress gave interstate designation to I-69 specifying a corridor through Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas
- **1995** - Funding of first feasibility study
- **1999 -2008** - Federal funding total for I-69 in Texas just over \$60 million

State

- **2002** - TxDOT designates I-69 as priority
- **2003** - Alliance for I-69 supports legislation authorizing alternative financing tools
- **2004 - 2005** - Environmental meetings
- **2006** - TxDOT issues request for qualifications from potential Comprehensive Development Agreement (CDA) partners
- **2007** - Draft Environmental Impact Statement published on Tier 1
- **2008** - TxDOT recommends use of existing highway alignments and drops consideration of new corridors for I-69 west of Houston

Source: Alliance for I-69 Texas

Population Forecast

Migration Scenario	Zone	2000	2020	2040	Growth Rate 2000-2040	Average Annual Growth Rate
0.0	I-69	7.2 M	8.6 M	9.4 M	31.1 %	0.68 %
	Texas	20.9 M	24.3 M	26.1 M	25.1 %	0.56 %
0.5	I-69	7.2 M	9.9 M	12.9 M	79.6 %	1.47 %
	Texas	20.9 M	28.0 M	35.8 M	71.5 %	1.36 %
1.0	I-69	7.2 M	11.5 M	18.1 M	153.3 %	2.35 %
	Texas	20.9 M	32.7 M	51.7 M	148.0 %	2.30 %
2.0	I-69	7.2 M	10.7 M	15.2 M	112.6 %	1.90 %
	Texas	20.9 M	30.3 M	43.6 M	109.0 %	1.86 %

Source: Texas State Data Center, 2006



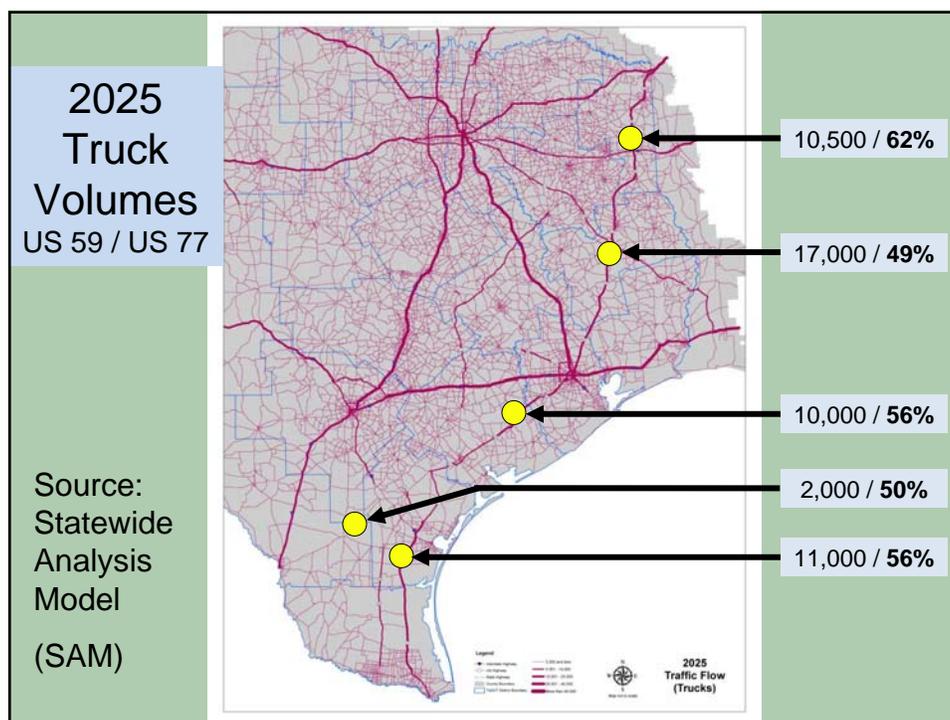
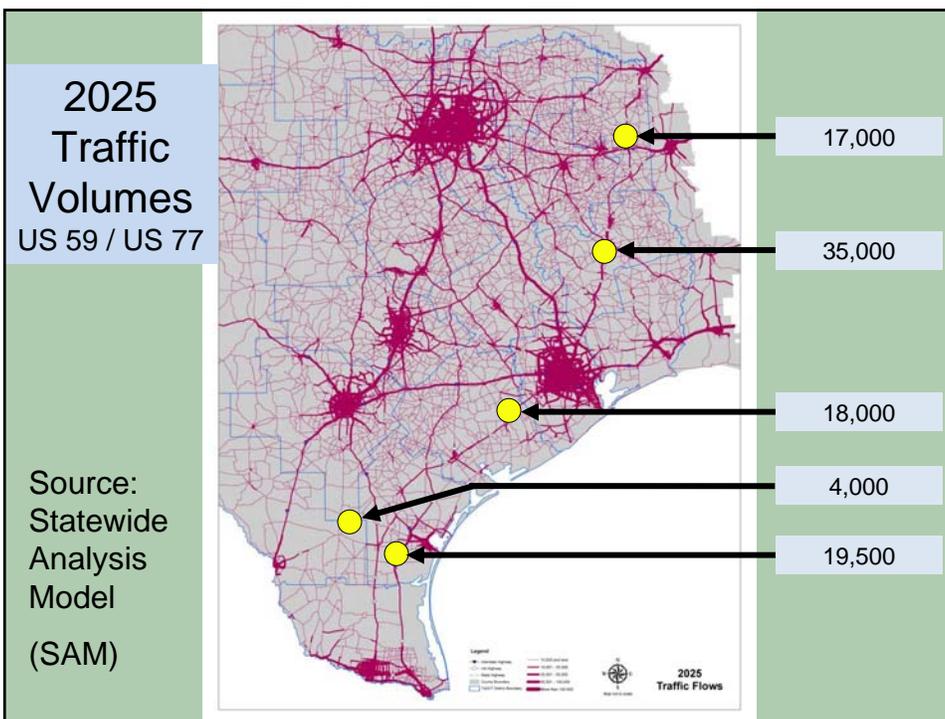
Ready or Not, Freight is Coming (and Going)



- The I-69 corridor is already a major freight corridor.
- Rail & truck traffic will increase in Texas whether or not we build new transportation capacity.
- Texas gained 36,000 new manufacturing jobs since 2004. Increased manufacturing means more freight.
- Texas leads the nation in exports. Imports and exports are doubling every 10 years.
- Panama Canal expansion will change world freight flow patterns, increasing the amount of goods movement on Texas highways and railroads.

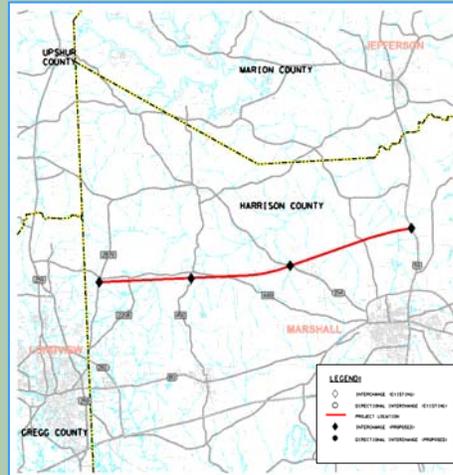
Source: Alliance for I-69 Texas

www.I69texas.org



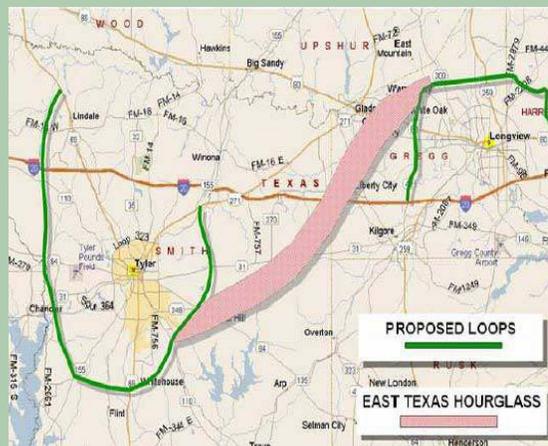
Regional Projects

- US 59 Spur Harrison Co
- Connect Longview Outer Loop to proposed I-69/TTC
- 20.6 miles in length
- Ultimate: 4-Lane Divided
- Status
 - Currently Conceptual Planning
- Est. Cost: \$167M



Regional Projects (cont.)

- Regional highway projects lacked funding for construction within the foreseeable future
 - Loop 49 South of Tyler
 - North Outer Loop of Longview
 - The East Texas Hour Glass (ETHG) from Tyler to Longview



Source: <http://www.netma.org>



Toll 49 Segment 6 and US 271 Spur

- 25.7 miles in length
- Ultimate: 4-Lane Divided
- Status
 - Currently Conceptual Planning
 - Segment 6: Projected Opening in Dec 2015
 - US 271 Spur: Projected Opening in Dec 2017



Source: <http://www.netma.org>

Toll 49 Segments 7 and 8 (Longview Outer Loop)

- 35.1 miles in length
- Initial: 2-Lane Undivided
- Ultimate: 4-Lane Divided
- Status
 - Currently Conceptual Planning
 - Projected Opening by 2015



Source: <http://www.netma.org>

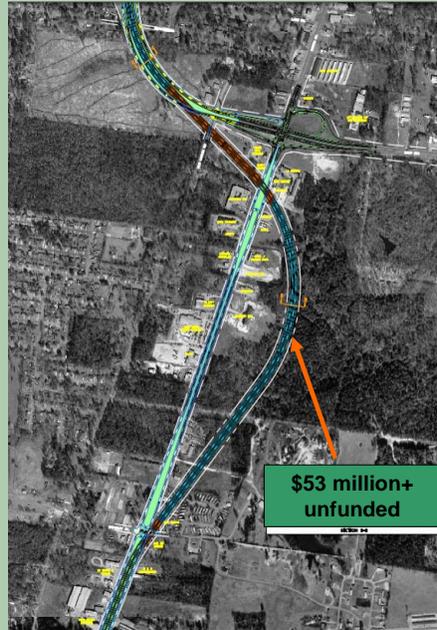
Lufkin Area

- US 59 Relief Route
- Lufkin Area
 - Grade separation interchange at US 59/LP 287 (\$60M, Unfunded)
 - On-going US 59 interchange construction and highway upgrade (\$39M)
 - Overpass at US 59 & FM 819 (\$31M, Unfunded)
 - Widen 17 miles of US 69 to Jasper County (\$96M, Unfunded)



Nacogdoches

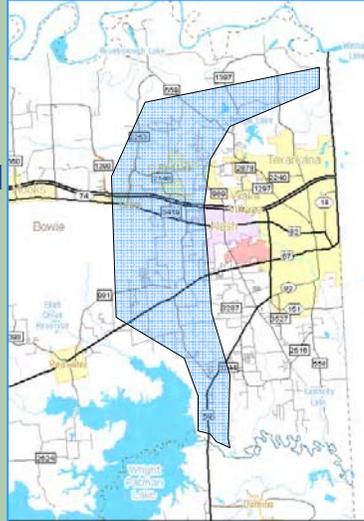
- US 59 & Loop 224 Relocation and Upgrade South of Nacogdoches
 - Proposed reconstruction to fully controlled access freeway
 - Awaiting funding from TxDOT
 - New location subject to Toll Consideration



Source: TxDOT Lufkin District

Texarkana Outer Loop

- Candidate toll road extending from Sulphur River south of Texarkana to US 71 north of Texarkana
- Connecting US 59, US 71, IH 69 (proposed), IH 49 (proposed)
- Ultimate: 4-Lane Divided
- Status: Currently Conceptual
- Est. Cost: \$340M



Refs: Texas Transportation Commissioner,
Minute Order 110964, June 14, 2007

Other Regional Projects

Texarkana, TX – I-30 Reconstruction

- On-going (\$153 million) construction effort
- Reconstruct interchanges, ramps and frontage roads



Texarkana, AR – US-71 (Future I-49) Construction

- Future proposed routing north
- On-going construction extension to US 71/59 in Arkansas
- Several miles of future I-49 corridor is complete to just north of Louisiana





Innovative
Connectivity in
Texas

VISION 2009

Environmental Efforts

Tier One

Environmental Impact Statement

- Prepare one broad-based EIS evaluating transportation alternatives from the Texas-Mexico International border to the Texas-Oklahoma state line incorporating the TTC vision
- Focuses on broad issues related to purpose and need and new corridor development and evaluation
- The Draft EIS Identified a Recommended Preferred Alternative
- Public reviewed and commented on the DEIS
- The Final EIS identifies a Preferred Alternative
- Proceeds to Tier Two if Tier One decision results in selection of a corridor alternative as the Preferred Alternative
- Does not authorize right-of-way acquisition or construction

Tier Two NEPA Environmental Studies

- Would be prioritized and completed in phases over the next 50 years according to Texas' transportation needs
- Identify Sections of Independent Utility for individual projects
- If selected, the Tier One corridor would become the study area for developing new alignment alternatives
- Involves detailed environmental studies for proposed I-69 facility(ies)
- Includes public involvement and agency coordination
- Tier Two NEPA environmental studies would require federal and state approval before initiation of right-of-way acquisition or construction



I-69/TTC Environmental Timeline

- November 2007 – Circulated the Draft Environmental Impact Statement
- February and March 2008 - Conducted Public Hearings
- April 2008 – DEIS Public Comment Period Ended
- June 2008 - TxDOT informed FHWA of their Decision to advance the Upgrade of Existing Facilities Alternative as the Recommended Preferred Alternative
- Anticipated Winter 2010 - Circulate Final Environmental Impact Statement
- Anticipated Spring 2010 - FHWA issues decision





Innovative Connectivity in Texas

VISION 2009

Planning Efforts

I-69: Planning Effort

Goals

- Committed to a NEW vision, prioritizing the use of existing facilities
- Developing corridor south of Refugio with toll concession as permitted by SB 792
- Committed to local input, solving problems and shaping the corridor

I-69: Planning Effort

- **Effect of SB 792**
- **Overview of CDA**
- **Highlights of Developer Proposal**
- **Steps in the CDA Process**



Main Effects of SB 792 on I-69 CDA

- **TxDOT committed to work within the spirit and letter of SB 792**
- **Highway toll concession still permitted south of Refugio County in ISTECA Corridors**
- **Other delivery methods like Design-Build and Lane Availability are acceptable**
- **Focus on potential “partnerships” with Local Tolling Authorities**
- **Non-highway modes are allowed**



CDA Milestones

- RFQ issued in April 2006
- Two teams responded in June 2006
 - Bluebonnet Infrastructure Investors (Cintra)
 - ZAI/ACS Team
- TxDOT releases RFP on December 3, 2007
- Proposals Submitted March 26, 2008
 - Commission Conditional Award on June 26, 2008 to ZAI/ACS Team



Highlights of ZAI/ACS Proposal

- A 50-year partnership planning future near-, mid-, and long-term projects
- Anticipates almost \$2.5 Billion in near-term transportation construction projects
- Anticipates NO gas tax dollars for construction of US 77 upgrades and other near-term projects



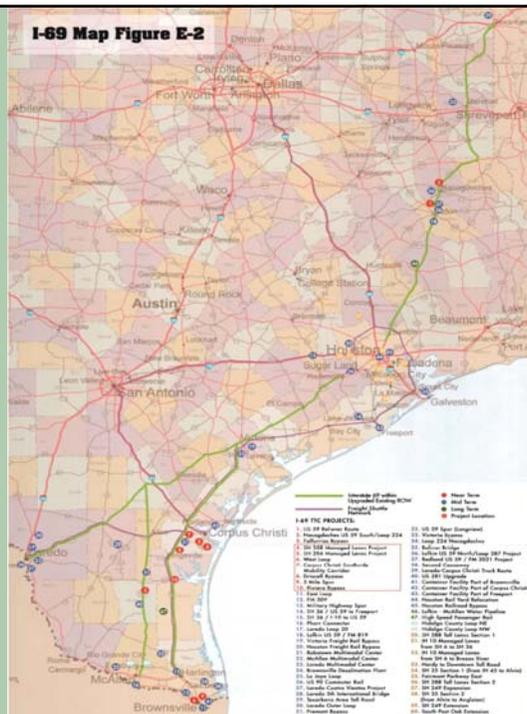
Highlights of Recommended Proposal

- Developer understands the critical need to use existing alignments
- Developer's plan does include some risks
 - Local agency coordination and agreements
 - RMAs
 - Counties
 - TxDOT keeps risk of US 77 maintenance
 - Developer's plan includes using taxing districts



I-69 Conceptual Plan:

- Identifies opportunities for long term improvements
- Anticipates multimodal solutions to transportation challenges
- While the plan is innovative and creative, not all the ideas in the plan will go forward



US 77 Conceptual Plan:

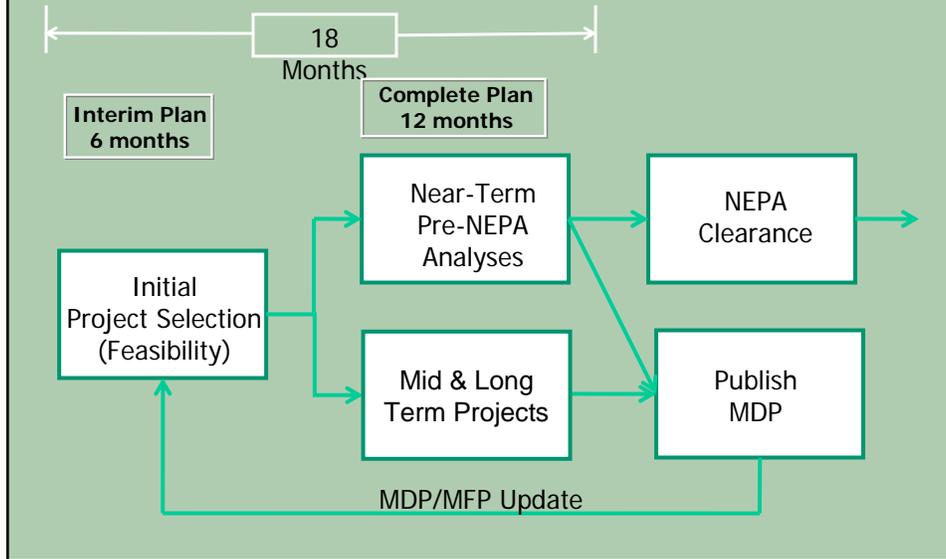
- Anticipates system financing of US 77 improvements
- Proposes no tolls on US 77 except Riviera and Driscoll relief routes
- Proposes complete local and county government coordination



Steps in the Process

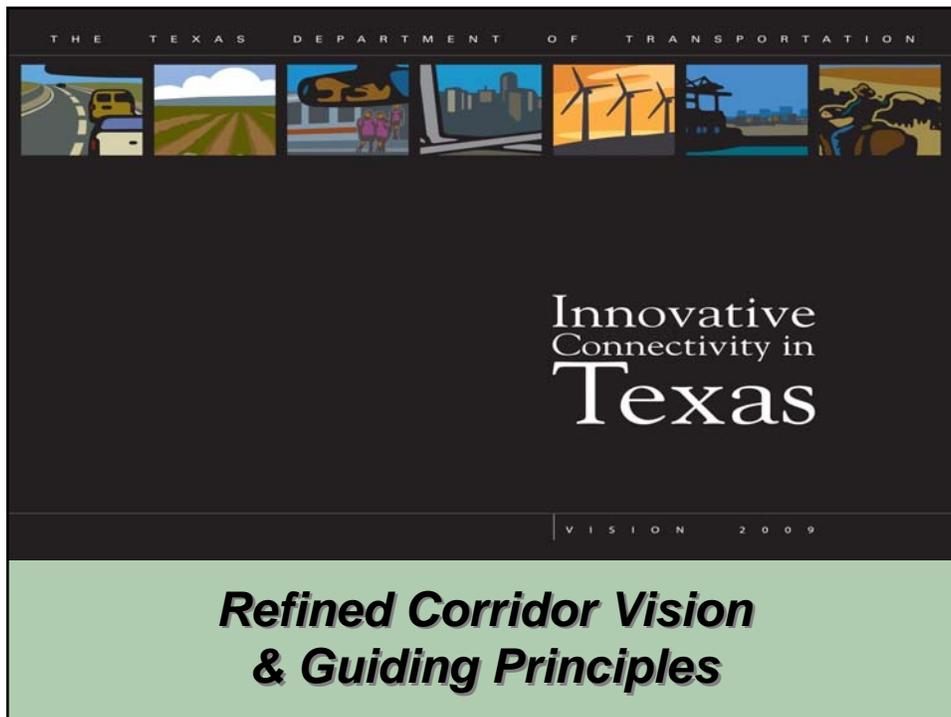
- Negotiate final terms of master CDA (Done)
- FHWA concurrence with CDA award (Done)
- Attorney General concurrence of legal sufficiency (ongoing)
- Legislative Budget Board concurrence (ongoing)
- 18 month master planning process
- Negotiate terms for developing US 77

Insuring NEPA Coordination with Project Selection



Summary

- The CDA requires the Developer to help with the creation of a master plan for the corridor
- The CDA does not guarantee any design or construction
- The conceptual development plan combines near-term projects into a coherent system meeting TxDOT's goals subject to local agency agreement
- Environmental process continues coordinated with, but independent of the master planning process



Original Corridor Concept

- In 2002, the original TTC concept was rolled out as 1,200-foot, multi-modal corridors crisscrossing the state
- It was described as a one-size fits all approach
- In January 2009, a refined corridor vision was announced which was based on many discussions, public meetings and comments.

Refined Corridor Vision

- Project widths to be closer to 600 feet
- Use existing right of way, whenever possible, rather than breaking new ground
- Develop projects under their original name, not as a TTC project. For example, I-69 will be I-69 and Loop 9 will be Loop 9.
- Input from Corridor Advisory and Segment Committees on what is built, when and where.
- Use of all available finance tools to accelerate projects.
- Partner with local government ,and where appropriate, the private sector
- Include guiding principles on toll projects



Guiding Principles

Adopted by the Texas Transportation Commission in 2009:

- Plan and design projects that preserve private property to the extent practical
- Consider the use of existing right of way that satisfies the purpose and need of the project
- If tolling is needed, only new lanes may be tolled
- Texas Transportation Commission shall approve the initial toll rates as well as the method for increasing tolls



Guiding Principles

- **All state highways will be completely owned by Texas at all times**
- **All CDAs will include buyback provisions**
- **CDAs will not include non-compete clauses that prohibit improvements to existing roadways**



T H E T E X A S D E P A R T M E N T O F T R A N S P O R T A T I O N



Innovative
Connectivity in
Texas

V I S I O N 2 0 0 9

I-69 Segment Committees

Corridor and Segment Advisory Committees

I-69 Corridor



Role of Segment Committees

- Act as project advisors and stakeholders
- Review environmental studies and submit comments
- Provide input and advice in the planning process
- Assist in identifying and prioritizing regional transportation needs
- Review proposed project alternatives within the I-69 Corridor

Role of Segment Committees

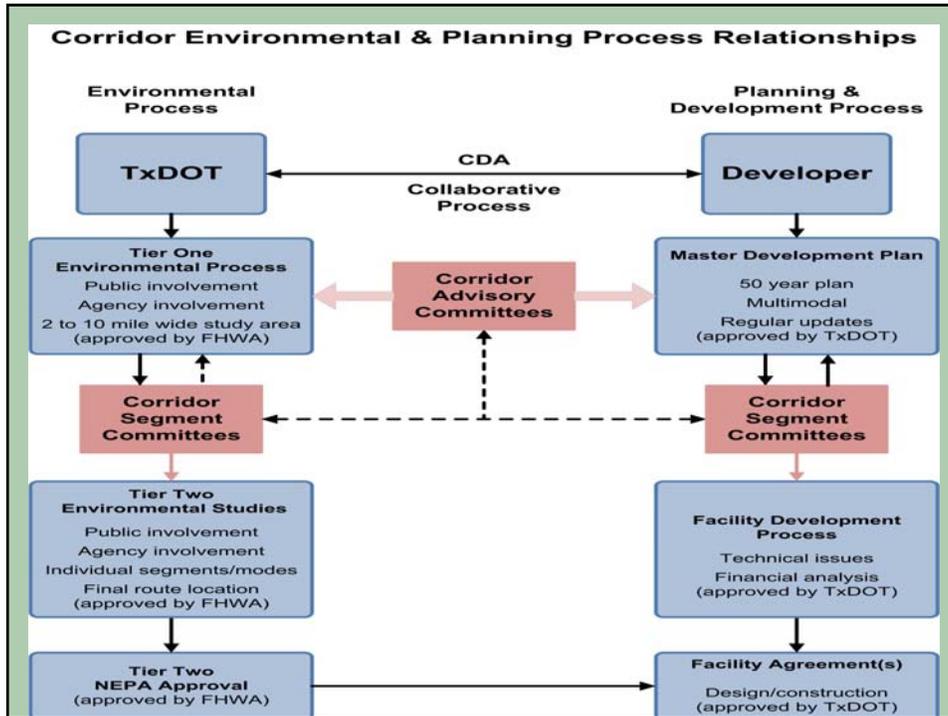
- Provide input and advice in route selection
- Make recommendations based on consideration of existing facilities, multi-modal options, and financing matters
- Coordinate with I-69 Corridor Advisory Committee
- Report directly to TxDOT's Executive Director



Expectations of Segment Committees

- Recommend solutions to transportation challenges
- Consider future regional transportation needs
- Enhance participation and input between TxDOT and affected communities, governmental entities and interested parties
- Participate in the collaborative process





Segment Committee Involvement

I-69:

- **Assist with master planning process
(pending final contract with developer)**

Recommended Corridor Segment Committees

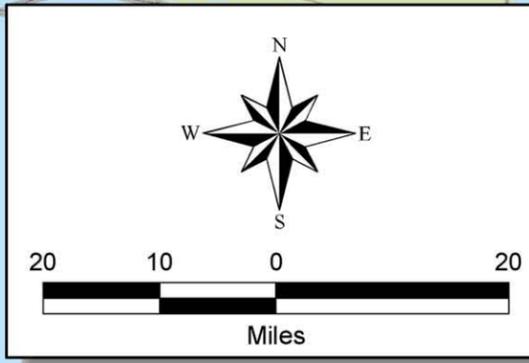
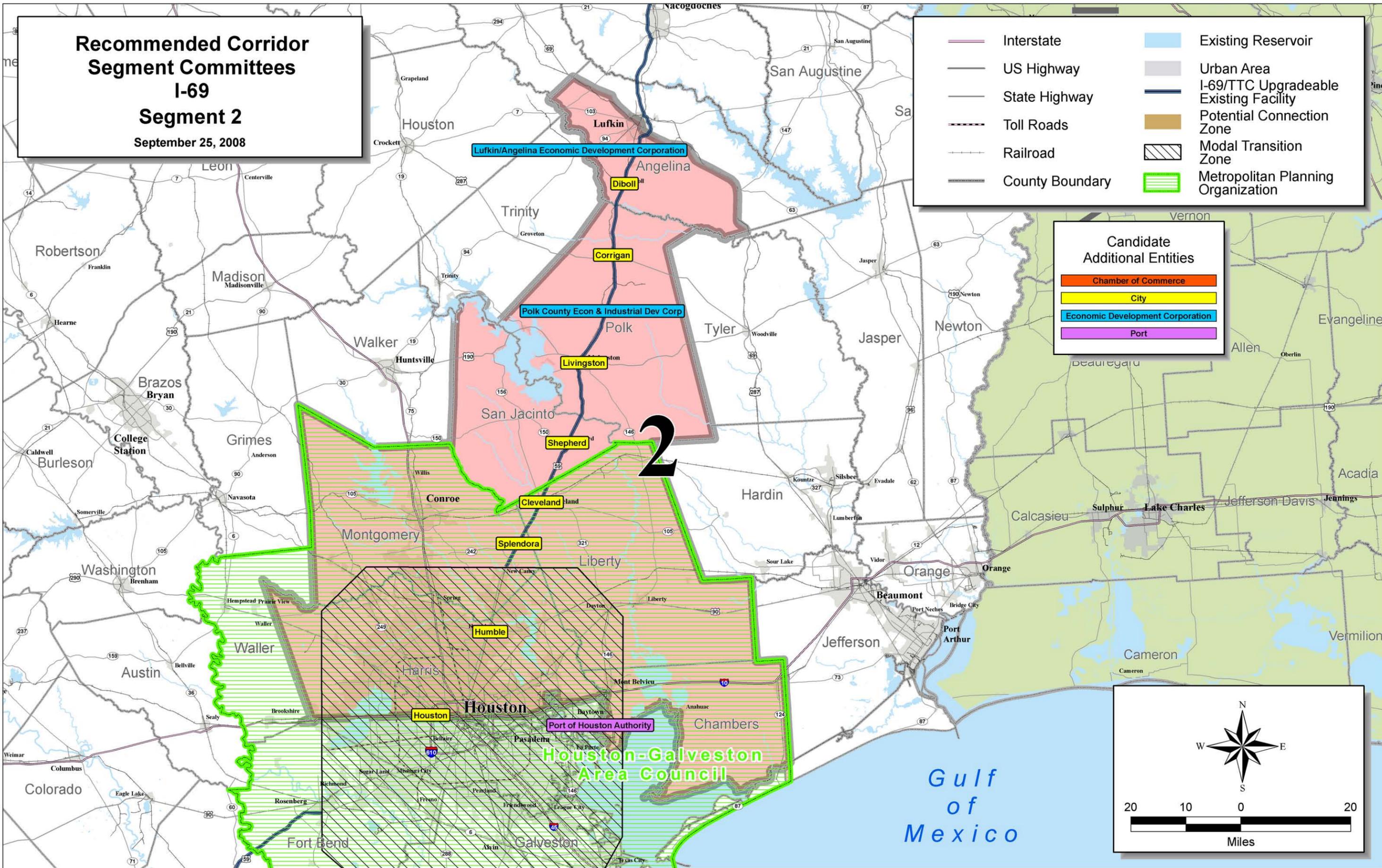
I-69

Segment 2

September 25, 2008

- | | | | |
|--|-----------------|--|--|
| | Interstate | | Existing Reservoir |
| | US Highway | | Urban Area |
| | State Highway | | I-69/TTC Upgradeable Existing Facility |
| | Toll Roads | | Potential Connection Zone |
| | Railroad | | Modal Transition Zone |
| | County Boundary | | Metropolitan Planning Organization |

- ### Candidate Additional Entities
- | | |
|--|----------------------------------|
| | Chamber of Commerce |
| | City |
| | Economic Development Corporation |
| | Port |



Recommended Corridor Segment Committees

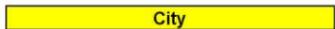
I-69

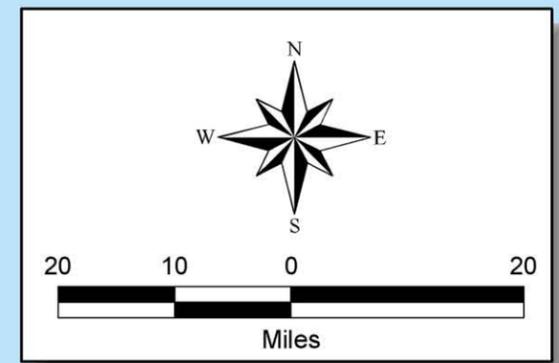
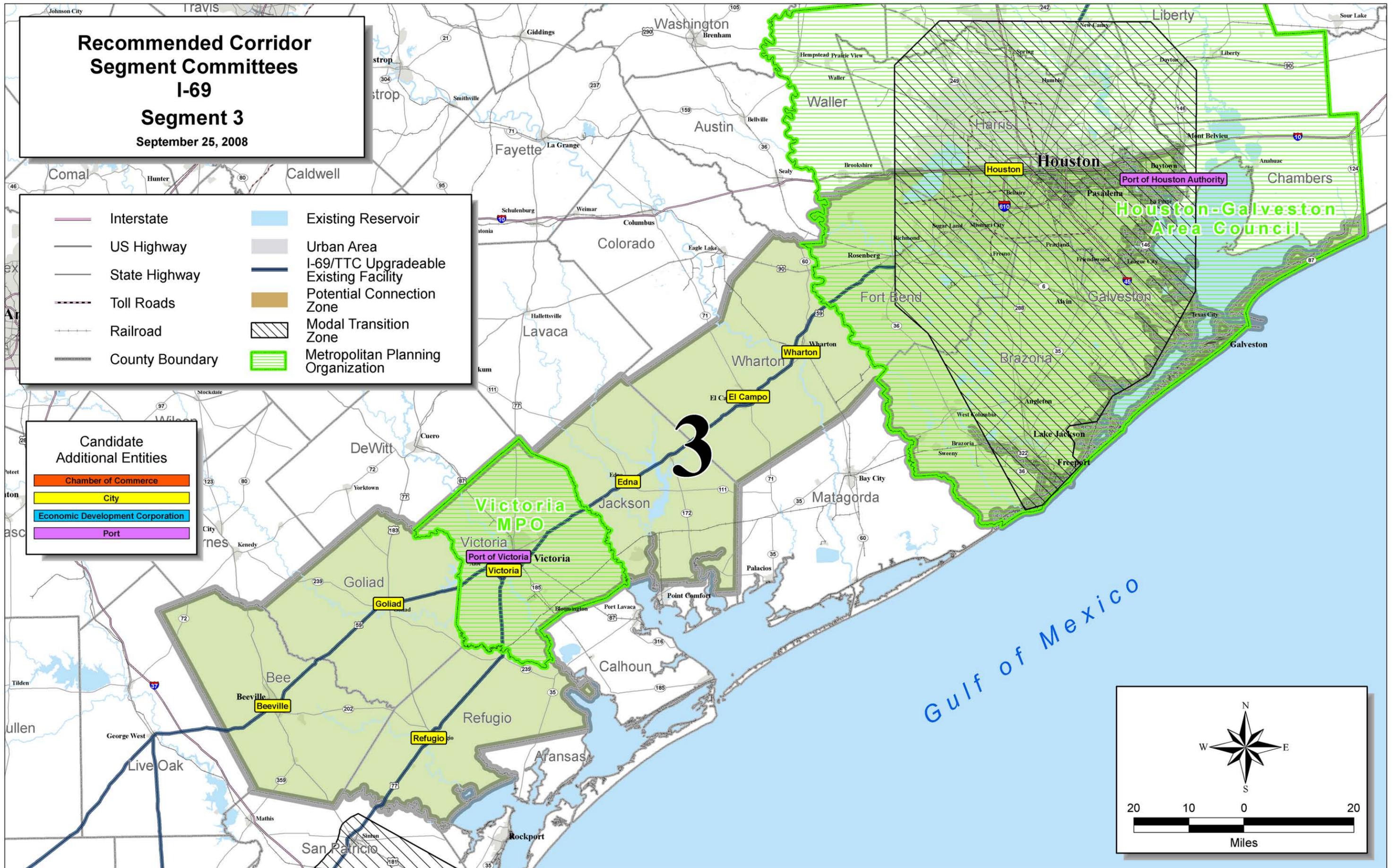
Segment 3

September 25, 2008

- | | | | |
|---|-----------------|---|--|
|  | Interstate |  | Existing Reservoir |
|  | US Highway |  | Urban Area |
|  | State Highway |  | I-69/TTC Upgradeable Existing Facility |
|  | Toll Roads |  | Potential Connection Zone |
|  | Railroad |  | Modal Transition Zone |
|  | County Boundary |  | Metropolitan Planning Organization |

Candidate Additional Entities

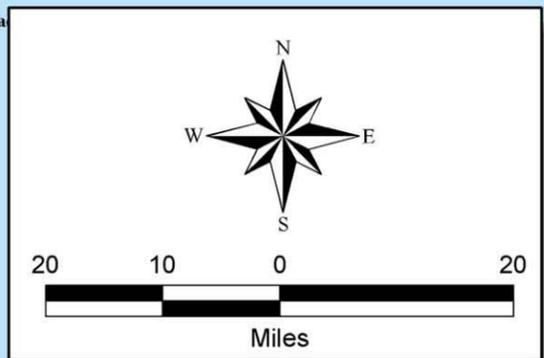
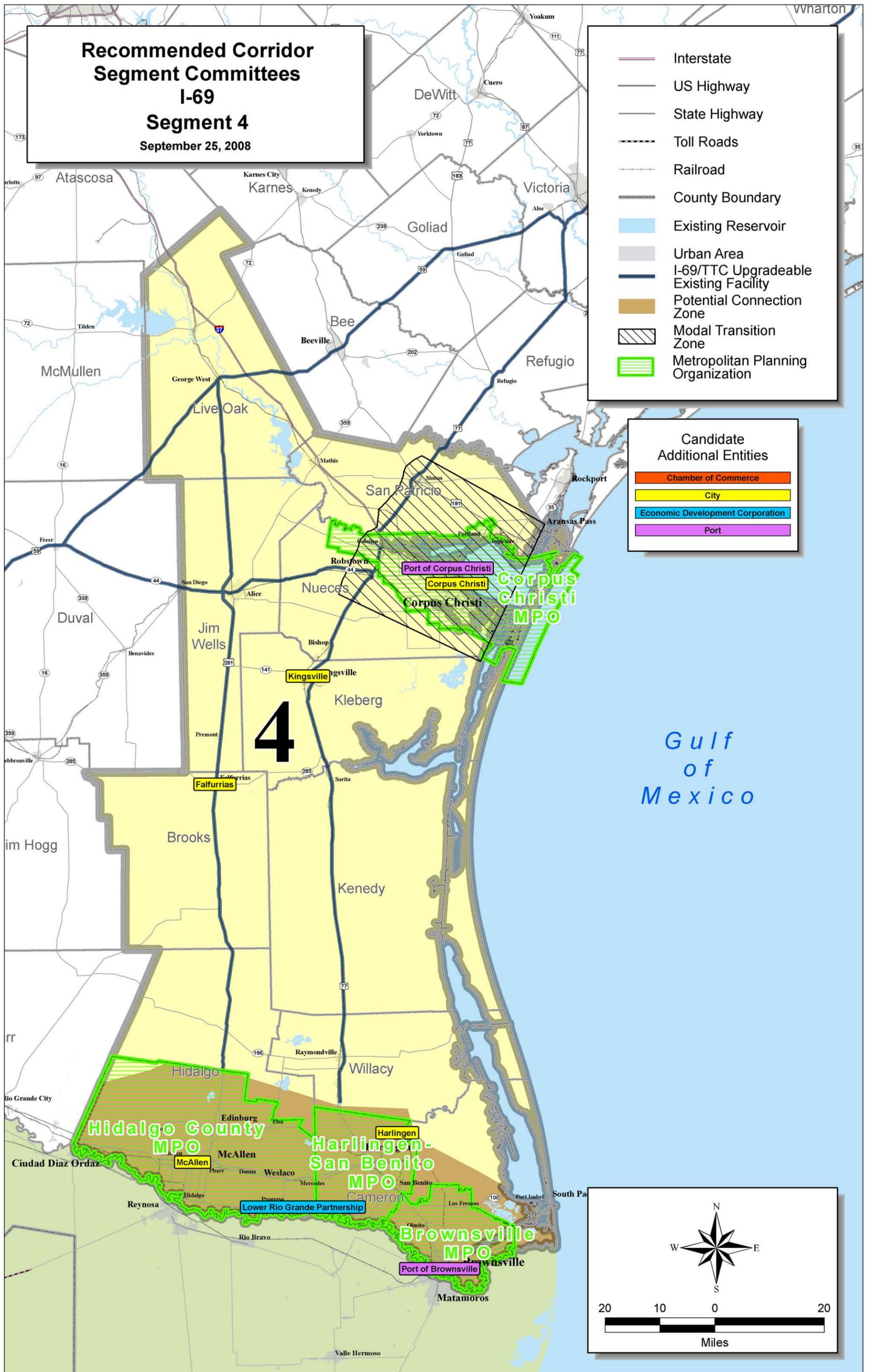
- | | |
|---|----------------------------------|
|  | Chamber of Commerce |
|  | City |
|  | Economic Development Corporation |
|  | Port |



**Recommended Corridor
Segment Committees
I-69
Segment 4
September 25, 2008**

- Interstate
- US Highway
- State Highway
- Toll Roads
- Railroad
- County Boundary
- Existing Reservoir
- Urban Area
- I-69/TTC Upgradeable Existing Facility
- Potential Connection Zone
- Modal Transition Zone
- Metropolitan Planning Organization

- Candidate Additional Entities**
- Chamber of Commerce
 - City
 - Economic Development Corporation
 - Port



**Recommended Corridor
Segment Committees**

I-69

Segment 5

September 25, 2008

	Interstate		Existing Reservoir
	US Highway		Urban Area
	State Highway		I-69/TTC Upgradeable Existing Facility
	Toll Roads		Potential Connection Zone
	Railroad		Modal Transition Zone
	County Boundary		Metropolitan Planning Organization

**Candidate
Additional Entities**

	Chamber of Commerce
	City
	Economic Development Corporation
	Port

